

S. EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15123, this Draft Environmental Impact Report (EIR) contains a brief summary of the proposed mixed-use project (project) and its consequences. More detailed information regarding the proposed project and its potential environmental effects are provided in the following sections of this EIR, particularly throughout Section III, Environmental Impact Analysis.

PROPOSED PROJECT

The site consists of a single 23.6-acre parcel bounded by Winnetka Avenue on the west, Prairie Street on the north, existing light industrial/corporate office park uses on the east and a Southern Pacific Railroad right-of-way on the south. A City of Los Angeles storm drain easement also runs along the western and southern perimeter of the site, ranging from 30 to 45 feet along Winnetka Avenue, and approximately 45-feet along the southern border of the site. Exclusive access to the site is currently provided off Prairie Street. The project site is located in the Chatsworth-Porter Ranch community of the City of Los Angeles. A former printing facility for the Los Angeles Times occupies the central portion of the site, and is a multi-story (64 feet) building with 255,815 square feet of floor area.

The proposed project would develop a corporate and residential mixed-use development totaling 1,212,515 million square feet of floor area. The project would consist of the following primary components: (1) adaptive re-use and rehabilitation of the existing light industrial/office building for the Applicant's corporate headquarters, light industrial functions and new creative office tenants, (2) development of 700 rental housing units in four main residential buildings with extensive shared recreational campus amenities, and (3) approximately 11,000 square feet of ancillary, campus and neighborhood serving retail uses and 3,000 square feet of restaurant uses. All uses would be integrated into a campus like setting, facilitating live-work opportunities for corporate employees and providing amenities for use by employees, residents and visitors. A total of 1,467 parking spaces would be provided in structured parking. Primary vehicular access would be from Winnetka Avenue and would involve construction of a bridge over the LACFC easement to provide a driveway from the street into the property. Two driveways would be provided off of Prairie Street. Excavation for the entire project would be approximately 38,000 cubic yards of excavated soil materials, allowing for partial subterranean parking (Buildings B and C). An ancillary (vacant) single-story 5,060 square foot structure, as well as a former gas station would be demolished to accommodate the project.

The applicant seeks approval of a vesting tentative tract map to create a single ground lot and four airspace parcels. The project would have a Floor Area Ratio (FAR) – the ratio of built area (as defined by the Los Angeles Municipal Code) to lot area -- of less than 1.22:1, which would be less than the existing FAR limit of 1.5.

OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles Department of City Planning (Lead Agency) determined an Environmental Impact Report should be prepared to address the range of potential environmental issues that could occur upon implementation of the project. A Notice of Preparation (NOP) for the proposed mixed-use project was published on April 17, 2014 and was circulated for a 30-day public review and comment period, which ended May 16, 2014. A public

scoping meeting was held on May 5, 2014 at 6:00 p.m. at 20000 W. Prairie Street (the Project Site). Public comments and responses to the NOP have been included in Appendix A to this Draft EIR.

This Draft EIR includes an analysis of the following environmental issue areas: Aesthetics; Air Quality; Biological Resources; Geology and Soils; Greenhouse Gas Emissions; Hazards and Hazardous Materials, Hydrology and Water Quality; Land Use, Noise, Public Services; Transportation and Circulation; and Utilities. A summary of effects found not to be significant that are not discussed in Chapter III can be found in Section V, Other Environmental Considerations, of this Draft EIR.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

No potential areas of controversy or issues to be resolved by the City's decision-makers have been identified to this point in the environmental review process.

ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

Both the City of Los Angeles and State CEQA Guidelines (Section 15126.6) require that an EIR describe a range of reasonable alternatives that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project, but also including a no project alternative. The Guidelines state that only those alternatives necessary to permit a "reasonable choice" are required to be set forth in order to foster meaningful public participation and informed decision making. Based on the analysis of alternatives, an environmentally superior alternative is identified. A complete analysis of the alternatives to the project is provided in Section V, Alternatives to the Proposed Project, of this Draft EIR.

The following alternatives to the proposed project were evaluated in this Draft EIR and are summarized below:

NO PROJECT/REHABILITATE EXISTING BUILDING (ALTERNATIVE 1)

This alternative is required by Section 15126.6(e) of the CEQA Guidelines and assumes that the proposed project is not developed on the project site. The existing building would be rehabilitated and used for commercial/light industrial use. Future development opportunities would remain open. Reoccupation of the old LA Times Building would cause some new impacts (as a result of increased traffic) compared to existing conditions, but less than the proposed project.

GENERAL PLAN/ZONING COMPLIANT (ALTERNATIVE 2)

This alternative would result in the existing building being demolished and a new corporate office use being constructed on the project site. A four-story building with 851,400 square feet of space and 1,703 surface parking spaces could be developed under this alternative. The building would accommodate mainly corporate office (and possibly ancillary creative office uses). This alternative would generate more traffic than the project resulting in significant traffic impacts and other impacts related to transportation (air quality and GHG).

REDUCED DENSITY/REDUCED HEIGHT – 594 RESIDENTIAL UNITS (ALTERNATIVE 3)

This alternative would develop the site with a mixed-use project similar to the proposed project but with one fewer levels of housing (reducing the heights of the buildings to a maximum of six stories rather than seven). This alternative would include a 594 rental housing units (compared to 700 units with the project) and the same MGA headquarters and leased office space (255,815 square feet) and 14,000 square feet of retail and restaurant. Due to the reduction in height and number of units, impacts of this alternative would be generally reduced as compared to the proposed project.

PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

A summary of project impacts, regulatory compliance measures, and proposed mitigation measures is presented in **Table S-1**.

**TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
III.A Aesthetics		
The proposed new structures would contrast with some of the surrounding development in terms of height and bulk, however, the change in views of the site would not substantially degrade visual quality. Residential views would not be affected and no view corridors would be impacted.	None required.	Less than significant.
The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	None required.	Less than significant.
The proposed project includes the construction of four buildings that would range in height from 65 to 85 feet (5 to 7 stories). While these structures would create shadows, there are no shadow sensitive uses in the immediate area that would be potentially affected.	None required.	Less than significant.
Nighttime lighting would be provided for both decorative and safety purposes and would be installed to ensure that spillover light would not significantly impact off-site uses. There are no light sensitive uses located adjacent to the proposed project. Glare impacts are not anticipated since the proposed project would be required to comply with applicable ordinances related to low-reflective glass and parking would be provided in structures, not on surface lots.	None required.	Less than significant.
III.B. Air Quality		
Prior to mitigation, proposed project construction activities would exceed	RC-III.B-1: Project construction shall comply with SCAQMD Rule 403 that requires the following:	Less than significant.

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<p>SCAQMD regional significance thresholds for VOC, and estimated daily, localized emissions associated with each construction phase would not exceed the SCAQMD localized thresholds. TAC emissions and odor impacts would be less than significant prior to mitigation during the construction phase.</p>	<ul style="list-style-type: none"> • Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. • Construction contractor shall utilize at least one or more of the following measures at each vehicle egress from the project site to a paved public road in order to effectively reduce the migration of dust and dirt offsite: <ul style="list-style-type: none"> • Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; • Pave the surface extending at least 100 feet and at least 20 feet wide; • Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or • Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. • All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions). • Construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts). • Ground cover in disturbed areas shall be replaced as quickly as possible. <p>RC-III.B-2: The Applicant shall obtain a permit to construct and a permit to operate any standby generators or boilers under SCAQMD Rules 201, 202, and 203. Potential emissions from these sources are subject to SCAQMD Regulation XIII (New Source Review) and must meet Best Available Control Technology requirements to minimize emissions of PM₁₀, VOC, and NO_x emissions.</p> <p>MM-III.B-1: The construction contractor shall use architectural coatings with a volatile organic compound content of 30 grams per liter or less for all interior surfaces and all exterior surfaces in order to minimize VOC emissions from painting.</p>	
<p>Without the implementation of project design features, regional operational emissions would exceed the SCAQMD thresholds for NO_x under future with project conditions.</p>	<p>As detailed in Section III.K Transportation and Circulation, the project includes project design features (PDF-III.K-2 and PDF-III.K-3) to reduce trips (project shuttles and Transportation Demand Management). These features would also reduce air emissions.</p> <p>PDF-III.B-1: The proposed project would reduce its energy usage by 2,557,071 kilowatt-hours per year by implementing Project Design Features that would include, at a minimum, the following measures, or equivalent measures capable of</p>	<p>Less than significant.</p>

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	achieving the same results: <ul style="list-style-type: none"> • Installation of energy efficient heating and cooling systems, equipment, and control systems. • Installation of efficient lighting and lighting control systems. • Installation of light colored “cool” roofs to more effectively reflect the sun’s energy from the roof’s surface to reduce the roof surface temperature, and use of shade structures such as awnings or canopies around soundstages and mills to reduce the heat island effect. • Incorporation of energy saving features into building design, as appropriate (e.g., use of passive controls, shading, solar energy, ventilation, appropriate building materials, etc.). • Prohibition of HVAC, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons. • Use of Energy Star appliances. • Use of photovoltaic technology. 	
Operational one- and eight-hour CO concentrations would be approximately 1.0 and 0.7 ppm at worst-case sidewalk receptors, respectively. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded at the study intersections.	None required.	Less than significant.
Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). It was expected that the proposed project would not release substantial amounts of TACs, and no significant impact on human health would occur. As the location of the proposed project would be consistent with the CARB recommendations for the placement of	None required.	Less than significant.

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new sensitive receptors, the proposed project would have a less-than-significant impact related to TACs.		
The proposed project would not conflict with or obstruct implementation of the applicable air quality plan.	None required.	Less than significant.
III.C Biological Resources		
<p>The proposed project could impact nesting birds protected by the Migratory Birds Treaty Act.</p> <p>Human disturbances and construction noise along the adjacent unnamed drainage located along Winnetka Avenue could disturb special status bats where existing bridges are located and as such, could cause roost abandonment and death of young or loss of reproductive potential. Therefore, a short-term potentially significant impact to a special status bat species could occur without mitigation.</p>	<p>MM-III.C-1: Disturbance of any nests protected by the Migratory Bird Treaty Act shall be avoided. If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required.</p> <p>If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:</p> <ul style="list-style-type: none"> • No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. • If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer (acceptable in size to the CDFW) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFW and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the “take” (mortality, severe disturbance to, etc.) of any individual birds will be prohibited. • If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed. <p>MM-III.C-2: Disturbance of the roosts of special-status bats shall be avoided. Prior to construction activities, a qualified bat biologist shall survey for special-status bats</p>	Less than significant.

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	<p>within 200 feet of the existing bridge crossings along the unnamed drainage (i.e., Prairie Avenue and Southern Pacific Railroad right-of-way along Winnetka Avenue). If no evidence of bats (i.e., direct observation, guano, staining, strong odors) is present, no further mitigation is required.</p> <p>If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats:</p> <ul style="list-style-type: none"> • A no-disturbance buffer acceptable in size to CDFW shall be created around active bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited. • Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well. 	
<p>No special status mammals (excepting possibly California leaf-nosed bat, Yuma myotis, and western small-footed myotis), reptiles (excepting possibly silvery legless lizard) or amphibians are anticipated to be affected by implementation of the proposed project.</p>	<p>See MM-III.C-1, MM-III.C-2, and MM-III.C-5.</p>	<p>Less than significant.</p>
<p>Implementation of the proposed project would not affect wildlife dispersal.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project would entail the construction of a bridge across the unnamed wash located along Winnetka Avenue. The wash is a concrete-lined channel and no impacts to riparian or wetland habitats would result as the bridge would be constructed in a manner in which the unnamed wash would be completely spanned and would not result in its alteration, including dredging or filling of the wash or alterations to its</p>	<p>None required.</p>	<p>Less than significant.</p>

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embankments. During construction of the proposed project, temporary indirect impacts to sensitive plant communities and wildlife habitat would not result since these resources are absent from the project site.	MM-III.C-3: Reduce impacts associated with dust accumulation (see air quality measures to reduce dust). The dust accumulation on the foliage of tree and shrubs from nearby construction shall be washed off during construction under the direction of a qualified arborist/biologist.	Less than significant.
No short-term indirect impacts to sensitive animal species are expected to occur; nonetheless mitigation measures are included to ensure impacts are reduced to a less than significant level.	MM-III.C-5: 24-hours prior to construction activities, the project area shall be surveyed for silvery legless lizard. Survey of the project area should be repeated if a lapse in construction activity of two weeks or greater has occurred. If a lizard is encountered during construction, activities in the vicinity of the lizard shall cease until appropriate corrective measures have been completed as determined by a qualified biologist or it has been determined that the lizard will not be harmed.	Less than significant.
The proposed project would not result in the substantial conversion of plant communities or wildlife habitats. A beneficial impact from the project would be the reintroduction of native plant species, which would provide additional habitat and foraging resources for native wildlife species.	None required.	Less than significant.
Project displacement of special-status species generally would not occur due to lack of suitable habitats and resources available to these species on-site or in areas immediately adjacent. While impacts would be expected to be less than significant, mitigation measures are identified to ensure impacts are reduced to a less than significant level.	See MM-III.C-1 , MM-III.C-2 , and MM-III.C-5 .	Less than significant.
There are no native tree species contained on-site and no tree species considered invasive are proposed to be planted. Therefore, implementation of the proposed project would result in less than significant impacts.	None required.	Less than significant.
There would be no long-term indirect impacts to the plant communities and	None required.	Less than significant.

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<p>wildlife habitat associated with the proposed project.</p> <p>There are no native trees contained on-site that are subject to the City's ordinance. Therefore, implementation of the proposed project would not result in impacts associated with native tree removal.</p> <p>A total of 310 trees were identified in the survey as on or immediately adjacent to the project site (since the survey 5 trees have been removed). Implementation of the proposed project would require removal of these trees, although the exact number of trees to be removed has not been determined. The removal of trees contained on-site is considered a less than significant impact with mitigation.</p>	<p>MM-III.C-4: To the maximum extent possible, on-site trees shall be retained, except in cases where the arborist indicates that retention is not appropriate. Reduce impacts to the Urban Forest and wildlife species that depend on these resources for foraging and nesting habitat. Trees removed from the project site shall be replaced at a one for one (1:1) ratio (size to be determined by the City's Urban Forester). The Applicant will work closely with the City's Arborist and project biologist to identify native species that are suitable for the proposed replacement location and which are practicable and do not create safety or nuisance issues.</p>	<p>Less than significant.</p>
III.D Geology and Soils		
<p>The proposed at-grade mixed-use structures should be supported on conventional foundations in a uniform compacted fill pad. For the construction of a uniform compacted fill pad, all existing fill materials and upper native soils found within the footprint of the proposed structures should be removed and re-compacted consistent with the recommendations of the Project Geotechnical Engineering Investigation.</p>	<p>RC-III.D-1: Prior to issuance of a grading permit, a qualified geotechnical engineer shall prepare and submit to the Department of Building and Safety a final Geotechnical Investigation that provides final recommendations to address seismic safety and design requirements for foundations and excavation. The final Geotechnical Investigation shall include all applicable recommendations included in the Project Geotechnical Engineering Investigation included as Appendix E to the Draft EIR. A qualified geotechnical engineer shall be retained by the Applicant to be present on the Project Site during excavation, grading, and general site preparation activities to monitor the implementation of the recommendations specified in the Geotechnical Investigation as well as other recommendations made in subsequent geotechnical investigations prepared for the project subject to City review and approval. If needed, the geotechnical engineer shall provide structure-specific geologic and geotechnical recommendations that shall be documented in a report to be approved by the City and appended to the project's previous geotechnical investigations.</p>	
<p>Although project development has the potential to result in the erosion of soil</p>	<p>See RC.III.G-1, RC.III.G-3, RC.III.G-4, RC.III.G-9, RC.III.G-11, and RC.III.G-12 under III.G, Hydrology and Water Quality.</p>	<p>Less than significant.</p>

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during site preparation and construction activities, erosion would be reduced by implementation of appropriate erosion control during grading.		
The onsite geologic materials are in the very low to moderate expansion range. Therefore, with adherence to the requirements contained in the geotechnical investigation, potential impacts relative to expansive soils would be less than significant.	See RC-III.D-1.	Less than significant.
Based on research of available literature and results of the site reconnaissance, no known active, or potentially active, faults underlie the project site. In addition, the project site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these considerations, ground rupture due to faulting is considered low at the project site. Consistent with the conclusions and recommendations of the Project Geotechnical Engineering Investigation, the project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible.	See RC-III.D-1.	Less than significant.
The potential for liquefaction at the project site during the design earthquake is considered to be remote. As such, impacts with respect to liquefaction are considered to be less than significant.	See RC-III.D-1.	Less than significant.
Some seismically-induced settlement of the proposed structures should be expected as a result of ground shaking.	See RC-III.D-1.	Less than significant.

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<p>Consistent with the requirements of the Department of Building and Safety, the total and differential settlements calculated have been considered in the design of the proposed structures and are reflected in the recommendations and conclusions of the Project Geotechnical Engineering Investigation.</p>		
<p>The project site is not located within the mapped tsunami inundation boundaries nor is the site located within mapped inundation boundaries due to a seiche or a breached upgradient reservoir.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The probability of seismically-induced landslides occurring on the project site is considered to be low due to the relatively flat topographic gradient across and adjacent to the project site.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>III.E Greenhouse Gas Emissions</p>		
<p>The proposed project without Project Design Features would generate 5.4 percent fewer emissions than BAU under the future plus project scenario. The reduction would result from the implementation of 2013 Building Energy Standards. The 5.4 percent GHG reduction would not meet the 15.3 percent BAU requirement necessary to achieve AB 32 mandates.</p> <p>With Project Design Features that reduce GHG emissions, the proposed project would result in a less than significant impact related to GHG emissions and consistency with GHG reduction plans.</p>	<p>As detailed in Section III.K Transportation and Circulation, the project includes project design features (PDF-III.K-2 and PDF-III.K-3) to reduce trips (project shuttles and Transportation Demand Management). These features would also reduce GHG emissions.</p> <p>PDF-III.E-1 The proposed project shall reduce its energy usage by implementing Project Design Features that would include, at a minimum, the following measures, or equivalent measures capable of achieving the same results:</p> <ul style="list-style-type: none"> • Installation of energy efficient heating and cooling systems, equipment, and control systems. • Installation of efficient lighting and lighting control systems. • Installation of light colored “cool” roofs to more effectively reflect the sun’s energy from the roof’s surface to reduce the roof surface temperature, and use of shade structures such as awnings or canopies around soundstages and mills to reduce the heat island effect. • Incorporation of energy saving features into building design, as appropriate (e.g., use of passive controls, shading, solar energy, ventilation, appropriate building materials, etc.). 	<p>Less than significant.</p>

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	<ul style="list-style-type: none"> • Prohibition of HVAC, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons. • Use of Energy Star appliances. • Use of photovoltaic technology. <p>RC-III.E-1: The proposed project shall comply with 2013 Building Energy Standards, as required by Title 24 regulations.</p>	
III.F. Hazards and Hazardous Materials		
The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials.	RC-III.F-1 All existing and proposed hazardous materials and wastes on the project site shall be acquired, handled, used, stored, and disposed of in accordance with all applicable federal, State, and local requirements. Existing on-site underground and above ground storage tanks shall be removed prior to redevelopment of the site in accordance with applicable regulatory requirements and oversight.	Less than significant.
The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.	None required.	Less than significant.
The proposed project is not located within an airport land use plan, within two miles of a public airport, or located within the vicinity of a private airstrip or working in the project area.	None required	Less than significant
The proposed project would introduce a mixed-use development into the area. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required.	Less than significant.
Although unlikely, if the presence of LBPs and ACMs is encountered during project construction or operation, adherence to regulatory compliance measures would ensure less-than-significant impacts.	<p>See RC-III.F-1.</p> <p>RC-III.F-2: Should lead-based paint materials be identified, the Applicant shall provide evidence to the Department of Building and Safety demonstrating that the demolition/renovation contract provides that standard handling and disposal practices be implemented pursuant to Occupational Safety and Health Act</p>	Less than significant

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	<p>regulations.</p> <p>RC-III.F-3: Should asbestos-containing materials be identified, the Applicant shall provide a letter to the Department of Building and Safety indicating that the demolition/renovation contract provides for a qualified asbestos abatement contractor/specialist to remove or otherwise abate or manage asbestos during demolition or renovation activities in accordance with the South Coast Air Quality Management District's Rule 1403.</p>	
The proposed demolition, renovation, and long-term use at the project site could result in exposure to PCBs. However, adherence to regulatory compliance measures would ensure the proposed project would not expose people to PCBs in excess of regulatory standards.	<p>See RC-III.F-1.</p> <p>RC-III.F-4: Electrical transformers, hydraulic elevator equipment, hydraulic oils, light ballasts, and other equipment suspected to contain PCBs shall be inspected for the presence of PCBs prior to any disturbance or removal. All equipment found to contain PCBs in excess of regulatory standards shall be removed and disposed in accordance with all applicable local, State and federal regulations including, but not limited to CCR Title 22 and EPA 40 CFR. In addition, a thorough assessment of any stained areas for the potential impact of PCBs and/or hydraulic oil shall be undertaken. If impacted soil is identified, it should be properly characterized, removed and disposed of by a licensed hazardous materials contractor.</p>	Less than significant
The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.	None required.	Less than significant.
III.G Hydrology and Water Quality		
The proposed project would not cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body.	<p>RC-III.G-1: The project shall comply with the City of Los Angeles Low Impact Development (LID) Ordinance. Construction contractors of individual projects are required to control erosion and runoff as necessary through the use of site appropriate grading practices. Specifically, the construction contractor shall plan for and implement Best Management Practices (BMPs) during construction to the satisfaction of the Department of Public Works, Bureau of Engineering, Stormwater Management Division City of Los Angeles, and/or other designated responsible agencies/departments.</p> <p>RC-III.G-2: Sufficient area shall be available so that runoff can be collected in bio swales as appropriate and directed to existing curb and gutter or storm drains. Swale design shall be coordinated with on-site hazardous materials issues as necessary.</p>	Less than significant.

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	<p>RC-III.G-3: The project shall comply with applicable NPDES permit requirements, including preparation and implementation of a Stormwater Pollution Prevention Plan in accordance with the Los Angeles Municipal Storm Water permit and compliance with LID requirements. The project shall identify post development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post construction BMPs and other items as required by the permit.</p> <p>RC-III.G-4: Runoff shall be treated, as required by LID regulations, prior to discharging into existing storm drain systems.</p> <p>RC-III.G-5: All wastes from construction shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.</p> <p>RC-III.G-6: Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.</p> <p>RC-III.G-7: Material spills shall not be hosed down at the pavement if alternative clean-up methods are available, such as dry cleanup methods.</p> <p>RC-III.G-8: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be required to be placed under a roof or covered with tarps or plastic sheeting.</p> <p>RC-III.G-9: Gravel approaches and dirt-tracking devices shall be used to reduce soil compaction and limit the tracking of sediment into streets.</p> <p>RC-III.G-10: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be required to be conducted at an appropriate location. Drip pans or drop cloths shall be required to catch drips and spills.</p> <p>RC-III.G-11: Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401).</p> <p>RC-III.G-12: Article 4.4 of Chapter IV of the Los Angeles Municipal Code (LAMC)</p>	

**TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
	<p>specifies Stormwater and Urban Runoff Pollution Control requirements, including the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by the Los Angeles RWQCB, including the following, where applicable:</p> <ul style="list-style-type: none"> • The project applicant shall implement storm water BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. • Post development peak storm water runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak storm water discharge rate will result in increased potential for downstream erosion. • Clearing and grading of native vegetation at the project Site shall be limited to the minimum needed to construct the project, allow access, and provide fire protection. • Trees and other vegetation shall be maximized by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Natural vegetation shall be promoted in landscaped areas. • Any identified riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit 	

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	<p>pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.</p> <ul style="list-style-type: none"> • Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. • Legibility of stencils and signs must be maintained. • Materials with the potential to contaminate storm water must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of storm water within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are 	

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	emptied will be used. <ul style="list-style-type: none"> The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the City of Los Angeles Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the SUSMP/LID and or per manufacturer's instructions. 	
The implementation of the proposed project would result in the following: (1) a beneficial impact related to reducing surface flow and flow rates compared to existing conditions and therefore, eliminating the site's potential contribution to downstream flooding; (2) a beneficial impact related to decreased levels of on-site surface flow rates to off-site receiving waters due to the implementation of BMPs; (3) a less than significant impact related to potential changes in the movement of surface water sufficient to produce a substantial change in the current or direction of water flow; and (4) less than significant impacts related to flooding during a 50-year developed storm event and which could have the potential to harm people or damage property or sensitive biological resources.	See RC-III.G-1 through RC-III.G-12 .	Less than significant.
The Preliminary Hydrology Report indicates that the majority of the project site is not located within a flood plain (west of the drainage channel on Winnetka Avenue there is a sliver of the site within the 500-year flood plain); the majority of the site is in an area of minimal flooding outside the 500-year flood plain.	None required.	Less than significant.
Implementation of the proposed project would not result in a change in potable water levels sufficiently to either: (1)	None required.	Less than significant.

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reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, imported water storage, summer/winter peaking, or to respond to emergencies and drought; or (2) reduce yields of adjacent wells or well fields (public or private).		
Implementation of the proposed project would entail the recycling of existing urban land uses and would not convert natural lands that provide or substantially contribute to groundwater recharge. They would not include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. Therefore, no demonstrable and sustained reduction of groundwater recharge capacity would occur.	None required.	Less than significant.
III.H Land Use		
The proposed project would introduce a mixed-use development (which includes office, light industrial, residential and retail/restaurant uses) onto a site that is currently developed with substantially vacant light industrial use. Proposed development would not physically divide an established community.	None required.	Less than significant.
The proposed project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project.	The proposed project would include a series of discretionary approvals from the City of Los Angeles for a General Plan Amendment, Zone Change (including modified parking district requirement), a Conditional Use Permit to allow the sale of alcohol and the on-site child care facility/nursery school, a vesting tentative tract map, site plan review, a Development Agreement, a flood control permit, and water supply assessment. Any necessary approval actions would be included as part of the proposed project and carry requisite compliance to extensive conditions for each action. However, no mitigation measures are required.	Less than significant.

**TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
The proposed project would not conflict with an applicable habitat conservation plan or natural community conservation plan.	None required.	Less than significant.
III I. Noise		
<p>The proposed project would not cause exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p> <p>However, new residences facing the Southern Pacific Railroad Right of Way would be exposed to single-event noise levels associated with train movements. Project design features and mitigation has been identified to ensure these impacts would be less than significant.</p>	<p>PDF-III.I-1: New residential units shall include a fresh air supply system or air conditioning so that windows may be closed, as needed, to reduce noise.</p> <p>RC-III.I-1: All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.</p> <p>RC-III.I-2: The proposed project shall comply with the City of Los Angeles Noise Ordinance (LAMC Chapter XI), and any subsequent ordinances, which prohibits the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p> <p>RC-III.I-3: Construction and demolition shall be restricted to the hours of 7:00 AM to 6:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday, and prohibited on all Sundays and federal holidays.</p> <p>RC-III.I-4: The proposed project shall comply with the LAMC Section 91.106.4.8, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.</p> <p>MM-III.I-1: Materials used in the construction of residential units shall be capable of achieving an exterior-to-interior noise attenuation level of 32 dBA. Such materials may include double-glazed windows.</p>	Less than significant.
The proposed project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.	None required.	Less than significant.

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Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
The proposed project, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	None required.	Less than significant.
The proposed project, would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	See RC-III.I-1 through RC-III.I-4 .	Less than significant.
III. J Public Services		
<p>The proposed project would introduce a mixed-use development onto the site resulting in an increase in residents. This would result in an increased need for fire protection services on the site.</p> <p>The water system delivers adequate fire flow to meet the required demand. The existing on-site underground water storage tank would not be needed and would be removed as part of the project.</p>	<p>RC-III.J-1: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit.</p> <p>RC-III.J-2: The applicant shall consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of the project.</p> <p>RC-III.J-3: Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the project.</p> <p>RC-III.J-4: Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.</p> <p>RC-III.J-5: Plot plans indicating access driveways and roads and turning areas shall be reviewed and approved by the Fire Department, prior to the issuance of a building permit.</p> <p>RC-III.J-6: During the construction phase, emergency access shall remain clear and unobstructed. A construction staging and traffic management plan, wherein traffic management personnel (flag persons) shall be employed as necessary to ensure emergency access is maintained, consistent with LAFD requirements.</p> <p>RC-III.J-7: The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles C.P.C. 19708).</p>	Less than significant.

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Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
	<p>RC-III.J-8:All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner’s expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.</p> <p>RC-III.J-9: The project shall comply with all applicable State and local Codes and Ordinances found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles. In particular, the project shall include an on-site sprinkler system.</p>	
<p>The proposed project would increase the number of residents on the site. This would result in an increased need for police services on the site.</p>	<p>PDF-III.J-1: During project construction, the applicant shall implement security measures at the construction sites that are accessible to the general public. Security measures could include, but are not limited to, fencing, security lighting, and providing security personnel to patrol construction sites.</p> <p>PDF-III.J-2: During project design, the applicant shall incorporate project design features consistent with the City Police Department’s Design Out Crime Guidelines, which may include providing an on-site security force, illuminating parking lots with artificial lighting, use of closed-circuit television monitoring and recording of on-site areas, maintaining security fencing along the project site edge to restrict public access, and way-finding lighting.</p> <p>PDF-III.J-3: The applicant shall design on-site streets, street lighting, and street signage in accordance with the emergency access requirements of the applicable jurisdiction (i.e., City of Los Angeles or County of Los Angeles). The applicant shall submit to the City for review the design plans for on-site street widths, street lighting, and street signage.</p> <p>RC-III.J-10: During the project’s construction phase, the applicant shall ensure adequate through access and emergency access to adjacent uses.</p> <p>RC-III.J-11: The applicant shall consult with the Police Department and comply with recommended security features for the construction site(s), including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol.</p> <p>RC-III.J-12: Upon completion of the project, the applicant shall provide the Devonshire Division Commanding Officer with access routes and other information</p>	<p>Less than significant.</p>

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Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
	<p>that might facilitate police response, as requested by the LAPD.</p> <p>RC-III.J-13: The applicant shall provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.</p> <p>RC-III.J-14: The project shall incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.</p> <p>MM-III.J-1: Prior to the issuance of the first building permit issued, the applicant shall consult with the City Police Department regarding site-wide crime prevention features, which may include: provision of call boxes in parks and/or other strategic locations for police and medical emergencies; payphones restricted to outgoing calls only; and "graffiti" cameras in strategic locations to discourage problem graffiti areas from arising.</p> <p>MM-III.J-2: Prior to the issuance of each building permit, the applicant shall incorporate crime prevention features appropriate to the operational characteristics of the individual building. These features may include the following elements:</p> <ul style="list-style-type: none"> · Well illuminated and designed entryways with minimum dead space to eliminate areas of concealment; · Ornamental shrubbery not planted in a way that would provide cover for persons tampering with doors or windows; · For residential development, installing doors with hinges on the inside or in a manner which prohibits pin removal or tampering, where feasible and effective · The incorporation of access for emergency service personnel and vehicles; · For residential development, video cameras and private security guards may be used to monitor and patrol the project site during project construction and operation; and · Entryways, elevators, lobbies, and parking areas with lighting that eliminates areas of concealment; and solid core doors with deadbolt locks to all offices and shops. 	

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	MM-III.J-3: No later than six months following the issuance of a certificate of occupancy for 700 residential units the applicant shall provide to the City of Los Angeles Police Department at no rent the non-exclusive use of desk space for two officers within a community serving facility at the project site.	
The proposed project would increase the number of residents on the site, thereby, increasing the number of students in the area. Incorporation of mitigation would result in a less than significant impact.	RC-III.J-15: Applicant of the proposed project would be expected to pay required developer school fees to LAUSD pursuant to Government Code Section 65995, as amended by Senate Bill 50, to help reduce any impacts on school services.	Less than significant.
The proposed project would increase residential population in the area. This could impact the need for new parks and/or recreational facilities in the area, but impacts would remain less than significant.	RC-III.J-16: The applicant shall provide open space through one of the following 1) provide on-site improvements as determined to be in compliance with City of Los Angeles requirements; or 2) pay in-lieu fees for any open space shortfall as determined by the City of Los Angeles Recreation and Parks Department.	Less than significant.
The proposed project would increase residential population in the area. This could impact existing libraries and the need for new or physically altered libraries, mitigation would ensure the impact remains less than significant.	MM-III.J-1: Prior issuance of a Certificate of Occupancy, the applicant will be required to pay a \$200.00 per capita mitigation fee (1,027 residents X \$200.00 = \$205,400) to the LAPL in order to off-set costs to branch services libraries.	Less than significant.
III.K. Transportation and Circulation		
<p>The proposed project would increase the number of cars in the area.</p> <p>Changes in the existing plus project traffic conditions caused by the project would significantly impact two study intersections as compared to existing conditions:</p> <ol style="list-style-type: none"> 1. Winnetka Avenue and Parthenia Street would be significantly impacted during the weekday morning peak hour prior to implementing traffic mitigation measures. 2. The intersection of Corbin Avenue and Plummer Street would be significantly impacted during the weekday morning 	<p>PDF-III.K-1: New traffic signal at the intersection of Winnetka Avenue and MGA driveway.</p> <p>PDF-III.K-2: Metro transit and LADOT DASH no longer serve the project site, the foundation of the start-up multi-mode program the applicant shall implement is to provide a site-serving transit service with the implementation of a private shuttle route to connect residents and employees to nearby employment centers, transit stations and commercial retail centers.</p> <p style="text-align: center;">Project Shuttles</p> <p>A shuttle route shall be created to mitigate the peak hour traffic impacts. The shuttle shall be available to serve the site during mid-day and evening hours to provide residents and employees more mobility choices through out the day. This will allow residents and employees to be car-free if desired. The route is</p>	Significant and Unavoidable impact at two intersections: Corbin Avenue and Plummer Street during the PM peak hour; and Corbin Avenue and Prairie Street during the AM peak hour.

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<p>peak hour prior to implementing traffic mitigation measures.</p> <p>In addition, five of the study intersections would be impacted by project traffic in the future (2019) scenario using the significant impact criteria established by LADOT. The significantly impacted intersections are:</p> <ol style="list-style-type: none"> 1. Winnetka Avenue and Nordhoff Street during the AM peak hour; 2. Winnetka Avenue and Parthenia Street during the AM and PM peak hours; 3. Winnetka Avenue and Roscoe Boulevard during the AM peak hour; 4. Corbin Avenue and Plummer Street during both the AM and PM peak hours; 5. Corbin Avenue and Prairie Street) during the AM peak hour. <p>After implementation of mitigation measures and project design features, only the intersections of Corbin Avenue and Plummer Street (in the PM peak hour) and Corbin Avenue and Prairie Street (in the AM peak hour) would remain significant and unavoidable.</p>	<p>targeted to the Metro Orange Line and the Chatsworth Metrolink Station. The peak hour routes will allow residents and employees to take shuttles for work and non-work trips and provide connections to train and bus stations at the Metro Chatsworth Orange Line/Metro link Station. Limited stops at major transfer points can be worked out with LADOT and Metro to also provide the necessary connections to local Chatsworth transit.</p> <p>The shuttle shall provide 20 to 30-minute headways during the morning and afternoon peak hour to the nearby transit stations and work centers. Mid-day and off-peak schedules will be more demand-responsive providing viable and convenient transit options for MGA residents and employees.</p> <ul style="list-style-type: none"> • Shuttle will be equipped with bike racks to promote the bike usage program. Note that DASH service does not currently provide bike racks. • Shuttle advertising will promote the bike share program. <p>PDF-III.K-3: The applicant proposes to provide a full Transportation Demand Management (TDM) program and will create a multi-modal hub at the MGA campus. The TDM program will include bike and car share programs and other TDM programs such as on-site day care for both MGA residents and employees as well as an employee cafeteria and a satellite work center for residents who choose to telecommute. The TDM program will also include incentives to reduce trips and disincentives to discourage driving alone (corporate culture, marketing/information, promotional activities, subsidy to employees who ride transit, cash equivalent of parking subsidy, alternative work arrangements); see Appendix H for the full details of the TDM program. The effectiveness of the TDM program will be monitored after the first year of occupancy and thereafter as required by The Department of City Planning.</p> <p>MM-III.K-1: Winnetka Avenue and Parthenia Street (#6) - Parthenia Street shall be restriped to install a westbound right-turn only lane on Parthenia Street at Winnetka Avenue (conceptual traffic mitigation plans are illustrated in Figure 16 of the Traffic Report in Appendix H). Traffic signals will be upgraded to accommodate the new right turn lane and brought up to current traffic signal standards.</p> <p>MM-III.K-2: Corbin Avenue and Plummer Street (#8) - Corbin Avenue shall be restriped to install a southbound right-turn only lane on Corbin Avenue at Plummer Street (conceptual traffic mitigation plans illustrated in Figure 17 of the Traffic Report in Appendix H). Traffic signals will be upgraded to accommodate the new right turn</p>	

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	lane and brought up to current traffic signal standards.	
Freeway level of service would remain the same without and with the proposed project.	None required.	Less than significant.
Because Metro transit and LADOT DASH no longer serve the project site, it is proposed that the project provide a point-to-point shuttle service to the Chatsworth Metrolink Station to fill the transit gap and make connections with the broader public transit network.	See PDF-III.K-2.	Less than significant.
The project will have a positive impact to the pedestrian and bicycle facilities in the study area. Project design elements that promote alternative travel mode choices will enable residents and employees the opportunities to utilize the existing pedestrian and bicycle facilities.	None required.	Less than significant.
A detailed TDM program has been developed for the MGA Campus that promotes transit use via private shuttle, a live close to work program that provides incentives for employees to reduce VMT and a transportation benefits program with a transportation subsidy consisting of a parking cash out component, monthly transit passes and bicycle program. The project would reduce VMT by 21.7 percent compared to BAU or 13,536 VMT for a total of 48,755 VMT.	See PDF-III.K-3.	Less than significant.
The proposed project would provide adequate parking to satisfy expected demand given the proposed shuttle and TDM measures.	See PDF-III.K-3.	Less than significant.
In order to maintain as little interference as possible with on-street traffic movement, the project would not conduct	RC-III.K-1: The Traffic Coordinating Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling.	Less than significant.

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<p>construction activities that impede into the roadway during peak travel times. Any construction activity during peak time periods would be conducted on-site only and every effort would be made to maintain construction activities on-site.</p>	<p>RC-III.K-2: Streets shall be cleaned of spilled materials at the termination of each workday.</p> <p>RC-III.K-3: The applicant shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.</p> <p>RC-III.K-4: The applicant shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.</p> <p>RC-III.K-5: The applicant shall notify the Street Services Investigation & Enforcement Division at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.</p> <p>RC-III.K-6: A log noting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.</p> <p>RC-III.K-7: Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.</p> <p>RC-III.K-8: Flag persons shall be required at the job site to assist the trucks in and out of the Project area. Flag persons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook." The pedestrians shall be allowed to clear first prior to permitting the trucks to ingress or egress.</p>	
IV.L Utilities and Service Systems		
<p>The proposed project would introduce a mixed-use development in the area. Proposed development of the project would increase wastewater generation. This would not have a significant impact on wastewater and sewer services.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project would introduce a mixed-use development in the area. Proposed development of the project would increase the demand for water but impacts would be less than significant. A Water Supply Assessment prepared for the Project (Appendix J of this EIR) finds</p>	<p>RC-III.L-1:The applicant shall implement water conservation measures in new development that shall include but not be limited to the following:</p> <ul style="list-style-type: none"> • Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush • High-efficiency urinals (0.5 gallons per flush includes waterless) • Restroom faucet flow rate of 1.5 gallons per minute or less • Public restroom self-closing faucets 	<p>Less than significant.</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Project Design Features, Regulatory Compliance Measures & Mitigation Measures	Level of Significance After Mitigation
<p>that adequate water supply exists to serve the Project.</p>	<ul style="list-style-type: none"> • Showerhead flow rate of 2 gallons per minute or less • Limit of one showerhead per shower stall • High efficiency clothes washers (water factor of 6.0 or less) • High efficiency dishwashers (Energy Star rated) • Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible • Cooling towers must be operated at a minimum of 5.5 cycles of concentration • Install on-site water recycling as feasible • Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary) • Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines) • Irrigation shall include: <ul style="list-style-type: none"> ✓ Weather-based irrigation controller with rain shutoff ✓ Flow sensor and master valve shutoff (for large landscaped areas) ✓ Matched precipitation (flow) rates for sprinkler heads ✓ Drip/microspray/subsurface irrigation where appropriate ✓ Minimum irrigation system distribution uniformity of 75% ✓ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials ✓ Use of landscape contouring to minimize precipitation runoff <p>RC-III.L-2: Prior to the issuance of a building permit, the applicant shall consult with LADWP to identify feasible and reasonable measures that reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements.</p> <p>RC-III.L-3: The project shall incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan. The Plan prohibits hose watering of driveways and associated walkways, mandates decorative fountains to use recycled water, and provides that water leaks are repaired in a timely manner.</p>	

**TABLE S-1
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	<p>RC-III.L-4: The project shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions.</p> <p>RC-III.L-5: Automatic sprinkler systems shall be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.</p> <p>RC-III.L-6: Prior to issuance of building permits, the applicant shall pay any appropriate fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements.</p>	
The proposed project would increase solid waste generation during construction and operational activities.	<p>RC-III.L-7: At a minimum, the proposed project shall recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. A construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout.</p> <p>RC-III.L-8: The proposed project shall institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at an appropriate location on-site to promote recycling.</p> <p>RC-III.L-9: The applicant shall include in the design plans a recycling area or room for on-site recycling elements.</p>	Less than significant.
Implementation of the proposed project would introduce a mixed-use development onto the site. This would increase the number of residents and employees in the area, thereby increasing energy demand. The proposed project would not conflict with adopted energy conservation plans. Impacts would be less than significant.	<p>PDF-III.L-1: To reduce energy consumption, the applicant shall implement the following:</p> <ul style="list-style-type: none"> • The building design shall, at a minimum, meet the applicable Title 24 2013 standards with energy efficiency improvements consistent with a LEED v3 Certified project; and • The applicant shall install a photovoltaic (PV) system of minimum size of 175 kilowatt (kW) direct current (DC). <p>RC-III.L-10: The proposed project would be required to comply with the applicable</p>	Less than significant.

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	<p>Title 24 of the California Code of Regulations and the City's Green Building Code. The proposed project would incorporate relevant sustainability features set forth in the City's Green Building Code or codes that are in place at the time permits for the proposed project are processed. Such features would include the following or equivalent measures capable of achieving the same results:</p> <ul style="list-style-type: none"> • Installation of energy efficient heating and cooling systems, equipment, and control systems; • Installation of efficient lighting and lighting control systems; • Installation of light colored "cool" roofs to more effectively reflect the sun's energy from the roof's surface to reduce the roof surface temperature, and use of shade structures to reduce the heat island effect; • Incorporation of energy saving features into building design (e.g., use of passive controls, shading, solar energy, ventilation, appropriate building materials, etc.), as appropriate; • Prohibition of HVAC, refrigeration, and fire suppression equipment that contains banned chlorofluorocarbons; • Use of Energy Star appliances; and • Use of photovoltaic technology on selected roofs. <p>RC-III.L-11: During the design process, the project applicant shall consult with the Department of Water and Power, Energy Services Subsection and The Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the proposed project.</p> <p>RC-III.L-12: The proposed project will comply with LADWP requirements and recommendations regarding on-site facilities. Improvements made shall be undertaken to the satisfaction and specifications of the LADWP and the Bureau of Engineering prior to issuance of a Certificate of Occupancy for any part of the project.</p> <p>MM-III.L-1: Prior to construction, the applicant in consultation with The Gas Company will perform a natural gas load test. If the natural gas load to the new project area does not exceed 40 Million Standard Cubic Feet Per Hour, then no upgrade to the system will be needed. Any required upgrades will be coordinated with The Gas Company and the City of Los Angeles Bureau of Engineering.</p>	