EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project and the significant environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, California 90012

Project Description

The 5.66-acre project site is located in a highly urbanized setting at the northeast corner of Alameda Street and 1st Street at the edge of the Little Tokyo community in downtown Los Angeles, in the Central City North Community Plan Area.

The City of Los Angeles owns the project site, which is occupied by a surface parking lot and a vacant 19,500 square foot (sf) medical office building. The City plans to sell the site to a private developer. In March 2008, the City issued a Request for Proposal (RFP) for a private developer to secure the right to develop the site. In response to the RFP, the City received several proposals for various development ideas. Each of the proposals differed in design, size, and scale. However, the common theme in each of the proposals was that of a mixed use development. The EIR was prepared in anticipation of the sale of the project site by the City to a private owner for the development of a mixed use project.

The proposed project involves a General Plan amendment, zone change (including height district change) and other necessary approvals to allow for the development of mixed retail, office, community space, creative live/work units and residential development. Although no specific development is proposed at this time, it is anticipated that the project site could accommodate a maximum of 1.2 million square (sf) feet of floor space that includes a variety of uses. The estimated amount of each specific use that could be accommodated at the site is shown in Table ES-1.

As shown in Table ES-1, anticipated development on the project site includes an estimated 743,750 sf of non-residential space, including 200,000 sf of retail space, 500,000 sf of office space, 25,000 sf of community space, and 18,750 sf commercial space within live/work units. The residential component of onsite development would encompass an estimated 456,525 sf. It is anticipated that 445 multiple family residences would be developed onsite and that the live/work component of onsite development would include an additional 83 residential units, for a total of 528 residences.

The maximum floor-to-area ratio (FAR) of onsite development would be approximately 5:1 and the maximum height of onsite development is anticipated to be 16 stories above-grade.

Table ES-1
Anticipated Onsite Land Uses

Use	Amount
Retail	200,000 sf
Office	500,000 sf
Community Space	25,000 sf
Creative Live/Work	75,000 sf (83 residential units plus 18,750 sf of commercial space)
Multiple Family Residential	400,000 sf (445 units)
Total	**1,200,000 sf**

Note: The average size of the proposed residential units and creative live/work units is assumed to be 900 sf. It is anticipated that 75% of the floor space of each creative live/work unit would be devoted to living area and 25% would be commercial space.

Parking would be provided onsite, primarily in subterranean levels. However, it is expected that some parking, including loading/unloading spaces, would be provided at-grade. It is anticipated that site access would be provided via a driveway on East Temple Street and a driveway on the proposed Hewitt Street extension.

As part of the proposed project, Hewitt Street would be extended north through First Street, up to East Temple Street. The alignment of the proposed Hewitt Street extension forms the eastern boundary of the project site. In addition, the segment of Turner Street in the northern portion of the site which is currently closed to traffic would be vacated. In addition, portions of Banning Street may also require vacation.

ALTERNATIVES

The EIR examines four alternatives to the proposed project. These alternatives are described and evaluated in Section 6.0, *Alternatives*. Studied alternatives include:

- ***Alternative 1: No Project*** *- This alternative assumes that the no onsite development is implemented and that the project site remains in its current condition with a 19,500 sf office building and surface parking lot.*

- ***Alternative 2: 650,000 Square Foot Maximum Buildout -*** *This alternative would involve the construction of a mixed use development with the same components as the anticipated onsite development, but at a smaller scale. Onsite structures would be up to six stories in height under this alternative and could accommodate an estimated 140,000 sf of retail space, 180,000 sf of office space, 12,500 sf of community space, 75 live/work units plus 16,875 sf of commercial space, and 250,000 sf of multiple family residential space in 278 units. Overall, this alternative assumes 650,000 sf of onsite development, or about 54% of what is considered in this EIR.*
- ***Alternative 3: 800,000 Square Foot Maximum Buildout*** *– This alternative would involve the construction of a mixed use development, with the same components as the anticipated onsite development, but at a smaller scale. Under this alternative, the structures would be up to 11 stories in height and could accommodate approximately 132,000 sf of retail space, 330,000 sf of office space, 16,500 sf of community space, 55 live/work units plus 12,375 sf of commercial space, and 265,000 sf of multiple family residential space in 293 units. Overall, this alternative assumes 800,000 sf of onsite development, or about 66% of what is described in Section 2.0, Project Description, and considered in this EIR.*
- ***Alternative 4: Regional Connector Corridor*** *- The Metro Regional Connector Transit Corridor project, if built, would create an almost two-mile transit link between the Metro Gold and Metro Blue Line light rail transit (LRT) systems through downtown Los Angeles. The Los Angeles County Metropolitan Transportation Authority (Metro) is currently preparing a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) to evaluate a number of alternatives that include both below grade and at-grade alignments. This environmental review, which follows the Alternatives Analysis phase (AA), was authorized by the Metro Board of Directors at its January 2009 meeting. One of the conceptual alignments being considered would include the development of the Regional Connector Corridor on a portion of the project site. According to preliminary concepts for this alternative, the Regional Connector would be located along the western and southern portions of the site. As such, under this potential alternative, no component of the project could be constructed below grade from the western site boundary line for a distance of 35 feet to the east. In addition, the southern site boundary would be shifted by as much as 70 feet north. Therefore, the overall area of the site would be reduced to approximately 4.5 acres.*

  This alternative would involve the construction of the same mixed use development, with the same components as the anticipated onsite development analyzed in the EIR at the same scale. The primary difference between this alternative and the anticipated onsite development would be the incrementally higher development intensity of the site under this alternative due to the reduced size of the site. As such, the FAR would be about 6:1 as compared to the approximately 5:1 FAR of the anticipated onsite development. In addition, under this alternative, it is expected that the Regional Connector would limit north-south through traffic at the intersection of 1st Street and Hewitt Street, affecting traffic circulation on the planned new Hewitt Street extension north of 1st Street.

AREAS OF CONTROVERSY

There are no known areas of controversy with respect to the project.

ISSUES TO BE RESOLVED

As discussed above, the EIR was prepared in anticipation of the sale of the project site by the City to a private owner for the development of a mixed use project. As such, no specific project is proposed at this time. The City will need to select an owner and approve a specific project.

SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table ES-2 includes a brief description of the environmental issues relative to the proposed project, the identified significant environmental impacts, proposed mitigation measures, and residual impacts.

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
Impact AES-1 The project site is on a flat site that does not contain any identified scenic resources. Moreover, though site development would be visible from both public rights-of-way and public properties, it would not adversely affect or block views of any scenic resources. Therefore, impacts to views would be *less than significant.*	None required	Less than significant
Impact AES-2 Onsite development would generally improve the visual character of the project site and would require site plan approval by the City Planning Commission. However, the development height and massing would be larger than that of adjacent developments and, depending on the final design, site development could potentially conflict with certain urban design policies of the Central City North Community Plan. Therefore, impacts to the existing visual character and quality of the site and its surroundings would be *significant but mitigable.*	**AES-2(a) Rubbish, Debris, Graffiti Control**. In order to minimize the potential for visual impacts relating to the presence of rubbish, debris, and graffiti, the following shall be implemented: • All onsite buildings, structures, and portions thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104. • The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15. **AES-2(b) Onsite Signage.** The following shall be implemented to ensure that onsite signage does not detract from the appearance of the project site: • On-site signs shall be limited to the maximum allowable under the LAMC. • Multiple temporary signs in the store windows and along the building walls are	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	not permitted. **AES-2(c) Landscaping.** To ensure that minimum landscape standards are met, all open areas not used for buildings, driveways, parking areas, recreational facilities, and walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker. **AES-2(d) Building Height Limitation.** In order to avoid conflicts with the scale and character of the 1st Street corridor, there shall be a building step back of 10 feet from 1st Street for every story above eight stories. **AES-2(e) Ground Floor Commercial.** Commercial development shall be provided at the ground floor along the 1st Street and Alameda Street frontages. A minimum of 10% of onsite commercial development shall be neighborhood-serving commercial that serves the needs of onsite and other neighborhood residents. **AES-2(f) Parking Lot Landscaping/ Landscape Buffers.** The following shall be implemented in conjunction with onsite development: • A minimum of 7% of total surface area of any onsite surface parking lots shall be dedicated to landscaping • Any surface parking shall be located in the interior of the lot. No parking shall abut a public right-of-way. **AES-2(g) Landscaped Focal Point.** Onsite development shall provide a landscaped focal point or courtyard to serve as an amenity for residents and the public that provides useable open space for outdoor activities. **AES-2(h) HVAC Screening.** All onsite heating, ventilation and air conditioning systems shall be screened from view to the satisfaction of the Department of Building and Safety.	
Impact AES-3 Onsite development would add new sources of light and glare on and around the project site, due to the increased size and scale of development. However, because the project site is in a highly urbanized area already characterized by high light and glare	None required	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
levels, the incremental increase in lighting would not substantially alter light/glare conditions. Impacts related to light and glare would be *less than significant.*		
Impact AES-4 Onsite development could cast shadows onto adjacent properties, particularly in the winter when shadows are most extreme. However, as no shadow-sensitive land uses would be shaded for extended periods, shadow impacts would be *less than significant.*	None required	Less than significant
AIR QUALITY		
Impact AQ-1 Onsite construction activity would generate air pollutant emissions that exceed SCAQMD construction thresholds for ROC, NOx, PM10 and PM2.5. Construction-related emissions would exceed SCAQMD LSTs for PM10 and PM2.5. Although proposed mitigation measures would reduce emissions to the degree feasible, temporary construction impacts would be *significant and unavoidable.*	**AQ-1(a) Fugitive Dust.** All construction shall comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the Air Quality Management Plan (AQMP), which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. **AQ-1(b) Staging Area.** Construction contractors shall establish an onsite construction equipment staging area and construction worker parking lot, located on either paved surfaces or unpaved surfaces subjected to soil stabilization treatments, as close as possible to a public highway. Control access to public roadways by limiting curb cuts/driveways to minimize project construction impacts upon roadway traffic operations. **AQ-1(c) Non-Vehicular Equipment Engines.** Construction contractors shall properly maintain non-vehicular equipment engines to minimize the volume of exhaust emissions. **AQ-1(d) Electricity.** Construction contractors shall use electricity from power poles, rather than temporary diesel or gasoline powered generators. **AQ-1(e) Alternative Fuel Sources.** Construction contractors shall use onsite mobile equipment powered by alternative fuel sources (i.e., methanol, natural gas, propane or butane). **AQ-1(f) Inspection of Equipment.** Construction contractors shall inspect construction equipment prior to leaving the	Significant and unavoidable

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	site and wash off loose dirt with wheel washers, as necessary **AQ-1(g) Ridesharing/Shuttle.** Construction contractors shall provide ridesharing or shuttle service for construction workers. **AQ-1(h) Construction-Related Equipment.** The site developer shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (i.e., 5 minutes or longer). **AQ-1(i) Diesel-Powered Equipment.** Construction contractors shall use late model heavy-duty diesel-powered equipment to the extent that it is readily available in the South Coast Air Basin (meaning that it does not have to be imported from another air basin and that the procurement of the equipment would not cause a delay in construction activities of more than two weeks). **AQ-1(j) Diesel Oxidation Catalysts.** The site developer shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site would be equipped with diesel oxidation catalysts to the extent that it is readily available and cost effective in the South Coast Air Basin (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment). (This measure does not apply to diesel-powered trucks traveling to and from the Site). **AQ-1(k) Idling Time.** Construction contractors shall limit truck and equipment idling time to five minutes or less. **AQ-1(l) Particulate Matter Reduction.** Soil stabilizers shall be applied to inactive areas on the project site, ground cover shall be replaced quickly in disturbed areas, exposed surfaces shall be watered three times daily, unpaved roads shall have 15 mph speed limits, haul road dust shall be managed appropriately, and all onsite diesel-fueled equipment shall have Diesel Particulate Filters (DPF) installed.	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	AQ-1(m) Construction Sign Posting. The project applicant shall be required to post a sign informing all workers and subcontractors of the time restrictions for construction activities and hours when construction activities are permitted. The sign shall also include the City telephone numbers where violations can be reported and complaints associated with construction noise can be submitted. **AQ-1(n) Coatings.** The project shall use pre-fabricated exterior panels or low-to-no VOC architectural coatings.	
Impact AQ-2 Operation of onsite development would generate air pollutant emissions that would exceed SCAQMD operational significance thresholds for ROG, NOX and CO. Although proposed mitigation measures would reduce emissions to the degree feasible, ROG and NOx emissions cannot be reduced to below significance thresholds. Therefore, operational air quality impacts would be *significant and unavoidable.*	**AQ-2 Stationary Air Pollution.** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12 for commercial land uses and 11 for residential land uses, to the satisfaction of the Department of Building and Safety. Mitigation Measure T-2(a) under Transportation/Circulation would also reduce air pollutant emissions and associated impacts by reducing vehicle trips to/from the site and vehicle miles traveled.	Significant and unavoidable
Impact AQ-3 Traffic generated by onsite development, together with other cumulative traffic in the area, would incrementally increase carbon monoxide (CO) levels in the site vicinity. However, because CO levels would remain within state and federal standards, this impact would be *less than significant.*	None required	Less than significant
CULTURAL AND HISTORIC RESOURCES		
Impact CR-1 Onsite development would involve the demolition of the existing building at 432 East Temple Street. However, this property does not appear eligible for listing on the NRHP or CRHR, nor does it meet any of the criteria for designation as an individual City Historic-Cultural monument. Therefore, construction of onsite development would result in *no impact* with respect to historic resources.	None required	Less than significant
Impact CR-2 There is no evidence that archaeological resources are present onsite. Nevertheless, activities associated with construction of onsite development could potentially expose previously unknown, buried archaeological resources and human remains at the project site.	**CR-2(a) Archaeological Materials.** If any archaeological materials are encountered during the course of project development, all further development activity shall halt and the services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395)	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
This would be a *significant but mitigable* impact.	located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report. **CR-2 (b) Archaeological Report.** The archaeological survey, study or report shall be submitted to: SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834 **CR-2(c) Case Letter.** Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. **CR-2(d) Human Remains.** If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will then identify the person(s) thought to be the Most Likely Descendent (MLD) of the deceased Native American, who will then help determine what course of action should be taken in dealing with the remains.	
Impact CR-3 Although the potential for onsite paleontological resources is low, activities associated with construction of the onsite development could potentially expose previously unknown, paleontological resources at the project site. This would be a *significant but mitigable* impact.	**CR-3(a) Paleontological Materials.** If any paleontological materials are encountered during the course of onsite construction, construction activities shall be halted. **CR-3(b) Paleontologist Review.** If excavation activities go 20 feet or deeper, or if excavation encounters undisturbed	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	basement sediments or if any paleontological artifacts are discovered, the services of a paleontologist shall be secured by contacting the Center for Public Paleontology – USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. **CR-3(c) Paleontological Study.** If the services of a paleontologist are required, copies of the paleontological survey, study, or report shall be submitted to the Los Angeles County Natural History Museum. **CR-3(d) Agreement prior to Grading Permit.** A covenant and agreement shall be recorded prior to obtaining a grading permit.	
GEOLOGY		
Impact GEO-1 Strong to severe groundshaking could result in liquefaction, subsidence, and/or collapse, which could potentially damage onsite development, resulting in loss of property or risk to human health and safety. However, with implementation of mitigation measures GEO-1(a-b), impacts would be *significant but mitigable.*	**GEO-1(a) Standard Liquefaction Requirements.** The project shall comply with the Uniform Building Code Chapter 18, Division 1, Section 1804.5, Liquefaction Potential and Soil Strength Loss, which requires the preparation of a geotechnical report by a registered civil engineer to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements and lateral/vertical loads, removal of unsuitable soil, or any combination of these measures. **GEO-1(b) Subsidence.** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	geotechnical report shall assess potential consequences of subsidence and include ways to avoid subsidence related impacts, such as the removal and recompaction of and loose soils that may be prone to subsidence as determined by a State of California Registered Civil Engineer.	
Impact GEO-2 Onsite soils have the potential to be expansive. However, mandatory compliance with UBC requirements, which include proper fill selection, moisture control, and compaction during construction, would reduce impacts related to expansive soils to a *less than significant* level.	None required	Less than significant
Impact GEO-3 Seismically-induced ground shaking can cause damage to structures, potentially resulting in loss of property or risk to human health and safety. Onsite development would be required to comply with UBC requirements, which address seismically-induced groundshaking. Mandatory compliance with UBC requirements would reduce impacts related to seismically-induced groundshaking to a *less than significant* level.	**GEO-3 Seismic.** The design and construction of the project shall conform to Uniform Building Code seismic standards, which address seismically-induced groundshaking, as approved by the Department of Building and Safety.	Less than significant
HAZARDS		
Impact HAZ-1 Based on the age of the existing office building onsite, it is possible that asbestos is present in the structure. Development of the site would require the demolition of a structure that could contain asbestos. Therefore, there is potential for the release of hazardous materials. However, compliance with applicable regulations regarding the handling and disposal of asbestos would reduce impacts to a *less than significant* level.	**HAZ-1 Explosion/Release Asbestos Containing Materials.** Due to the age of the building being demolished, asbestos-containing materials (ACM) may be located in the structure. Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.	Less than significant
Impact HAZ-2 Based on the age of the existing office building onsite, it is possible that lead-based paint is present. Development of the project site would require the demolition of a structure that could contain lead-based paints. There is the potential for a significant hazard to the public or the environment through the release of hazardous materials. However, proper evaluation and adherence with	**HAZ-2 Explosion/Release Lead-Based Paint Containing Materials.** Prior to issuance of any permit for demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
California and Federal OSHA requirements regarding the handling and disposal of this material would reduce impacts to a *less than significant* level.	to OSHA regulations.	
Impact HAZ-3 Based on the Phase I Environmental Site Assessment, hazardous materials are not known to exist onsite. However, potential hazardous materials associated with the former industrial uses of the site may be present. Additional assessment of soils beneath the site is recommended at suspected potentially hazardous materials locations onsite. Impacts related to the potential release of hazardous materials that could affect people or the environment would be *significant but mitigable.*	**HAZ-3(a) Creation of a Health Hazard.** Environmental impacts to human health may result from development of the site due to a release of chemical or microbiological materials into the community. However, these impacts would be mitigated to a level of insignificance by the following measure: • The site developer shall submit for approval hazardous materials treatment and disposal plans to the decision maker and the Department of Public Works. **HAZ-3(b) Additional Soil Assessment.** Additional soil assessment shall be conducted in the following locations (Figure 4.5-1 shows the location of each of the locations listed below): 1. Former rail spurs on the northwestern corner of the site and within former Banning Street. 2. A former petroleum UST and oil ASTs located on the southwestern portion of the site (identified in the 1888 Sanborn map). 3. An auto repair facility located on the southern portion of the site (identified in the 1950 and 1954 Sanborn maps, north of the former onsite USTs). 4. An electrical transformer yard on the central-eastern portion of the site (identified in the 1953-1970 Sanborn maps). 5. A sheet metal shop and electrical products manufacturing facility on the northeastern portion of the site (identified in the 1953-1970 Sanborn maps), in the vicinity of the existing onsite structure. 6. An electrical products manufacturing facility on the northwestern corner of the site (identified in the 1964 and 1965 Sanborn maps), west of the existing onsite structure. If contaminants are detected, the results of the soil sampling shall be forwarded to the local regulatory agency (City of Los Angeles Fire Department, Los Angeles Regional Water Quality Control Board, or	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and either sign off on the property or determine if any additional investigation or remedial activities are deemed necessary. If concentrations of contaminants warrant site remediation, contaminated materials shall be remediated either prior to construction of structures or concurrent with construction. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation. The remediation program shall also be approved by a regulatory oversight agency, such as the (City of Los Angeles Fire Department, Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests. If, during the soil sampling, groundwater contamination is suspected, or if soil contamination is detected at depths at or greater than 30 feet below grade, then the applicant shall perform a groundwater sampling assessment. If contaminants are detected in groundwater at levels that exceed maximum contaminant levels for those constituents in drinking water, or if the contaminants exceed health risk standards such as Preliminary Remediation Goals, one in one million cancer risk, or a health risk index above 1, then the results of the groundwater sampling shall be forwarded to the appropriate regulatory agency City of Los Angeles Fire Department, Los Angeles Regional Water Quality Control Board, or the State of California Environmental Protection Agency Department of Toxic Substances Control). The agency shall review the data and sign off on the property or determine if any additional	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	investigation or remedial activities are deemed necessary. In addition, based on the previous industrial uses of the site, during redevelopment of the site, the grading contractor shall be made aware of the possibility of encountering contaminated soil. An environmental monitor shall be present during grading of the site to assist with identifying areas of contaminated soil (if any) and segregating these soils as appropriate.	
Impact HAZ-4 The project site is located within an area identified as a City Methane Zone. As such, the project site could be affected by possible explosion or release of methane gas. Prior to development of the site, a soil gas test for methane concentrations is required to determine if methane exists onsite. If methane is determined to exist onsite, standard City mitigation measures and compliance with the City's Municipal Code would reduce the risk associated with the possible explosion or release of methane gas to *less than significant*.	**HAZ-4(a) Explosion/Release Methane Gas.** Environmental impacts may result from development of the site due to its location in an area of potential methane gas zone. However, this potential impact would be mitigated to a level of insignificance by the following measures: • All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas. • All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval. • All multiple residential buildings shall	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	have adequate ventilation as defined in Section 91.7102 of the Municipal Code and a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations. **HAZ-4(b) Site Testing.** Prior to the issuance of a building permit, applicant shall comply with the City Methane Seepage Regulations as outlined in Municipal Code Section 91.7103. Site testing of subsurface geological formations shall be conducted in accordance with the Methane Mitigation Standards. The site testing shall be conducted under the supervision of a licensed architect or registered engineer or geologist and shall be performed by a testing agency approved by the Department of Building and Safety. The licensed architect, registered engineer or geologist shall indicate in a report to the Department of Building and Safety, the testing procedure, the testing instruments used to measure the concentration and pressure of the methane gas. The measurements of the concentration and pressure of the methane gas shall be used to determine the Design Methane Concentration and the Design Methane Pressure which will be used determine the Site Design Level as stated in Table 4.5-1.	
HYDROLOGY AND WATER QUALITY		
Impact HWQ-1 During construction of onsite development, the soil surface would be subject to erosion and the downstream watershed could be subject to temporary sedimentation and discharges of various pollutants. Mandatory compliance with City standards would ensure that impacts would be *less than significant.* Nonetheless, mitigation measures HYD-1(a-c) would be required.	**HYD-1(a) Municipal Code Requirements.** The project shall comply with applicable Municipal Code requirements, including Article 4.4 of the Los Angeles Municipal Code, including regulations to control, prevent, and reduce stormwater pollution during construction **HYD-1(b) Construction Toxins.** Environmental impacts may result from the release of toxins into the stormwater drainage channels during the construction onsite development. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Applicants must meet the requirements of the Standard Urban	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles. • Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater. • Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff. • Design repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a standard sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required, obtain an Industrial Waste Discharge Permit. • Utilize natural drainage systems to the maximum extent practicable. • Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable. • All storm drain inlets and catch basins within the project area must 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. **HYD-1(c) Stormwater Best Management Practices.** Onsite development shall implement Best Management Practices (BMPs) that have stormwater recharge or reuse benefits. The following are examples of BMPs that may be implemented as appropriate: • Infiltration basin- captures first-flush stormwater, removes particulate	

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Impact	Mitigation Measures	Significance After Mitigation
	pollutants and some soluble pollutants, and contributes toward recharging groundwater • Infiltration trench- similar to an infiltration basin but used for smaller drainage areas • Catch basin insert- a device that can be inserted into an existing catch basin design to provide some level of runoff contaminant removal • Catch basin screens • Pervious pavements- captures runoff by allowing stormwater to infiltrate the surface of pavement layer into a "reservoir" layer • Cistern- captures stormwater runoff as it comes down through the roof gutter system • Greywater systems • Primary (onsite) waste water treatment systems	
Impact HWQ-2 Urban runoff can increase the amount of onsite impervious surface area, which may increase stormwater flows. However, onsite development would not increase the amount of pervious surfacing onsite and therefore would not increase stormwater runoff from the project site. Impacts would be *less than significant*. Nonetheless, mitigation measures HYD-2 (a-b) are required.	**HYD-2(a) Municipal Code.** Onsite development shall comply with City of Los Angeles Municipal Code requirements, including Article 4.4 of the Municipal Code, including requirements to control, prevent, and reduce stormwater pollution. **HYD-2(b) LA-Rio.** Onsite development shall comply with requirements of the Los Angeles River Improvement Overlay (LA-Rio), which requires BMPs such as French drains, cisterns, and swales to reduce stormwater runoff on the project site.	Less than significant
Impact HWQ-3 Onsite activity could incrementally increase the amount of pollutants on the project site. However, implementation of mitigation measures HYD-3(a-u) would ensure that impacts related to surface water and groundwater quality would be *significant but mitigable*.	**HYD-3(a) Municipal Code.** Onsite development shall comply with City of Los Angeles Municipal Code requirements, including Article 4.4 of the Municipal Code, including requirements to control, prevent, and reduce pollution. **HYD-3(b) Groundwater Quantity.** Environmental impacts to groundwater quantity may result from implementation of onsite development through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
	Building and Safety requires the following measures: 1. Landscape irrigation. 2. Decorative Fountains or lakes. 3. Toilet Flushing. 4. Cooling Towers. **HYD-3(c) Soil Cleaning.** Leaks, drips, spills, and contaminated soil shall be cleaned immediately to prevent contamination from entering into the storm drains. **HYD-3(d) Cleanup Methods.** Hosing down of pavement at material spills shall be prohibited. Dry cleanup methods shall be used whenever possible. **HYD-3(e) Dumpsters.** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or covered with tarps or plastic sheeting. **HYD-3(f) Gravel Approaches.** Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets. **HYD-3(g) Maintenance.** All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills. **HYD-3(h) Stenciling.** All storm drain inlets and catch basins within the project area shall be stenciled with messages and/or graphical icons that discourage the dumping of improper materials into the storm drain system (such as "NO DUMPING - DRAINS TO OCEAN"). Legibility of stencils and signs shall be maintained. (Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division.) **HYD-3(i) Enclosures.** Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	(2) protected by secondary containment structures such as berms, dikes, or curbs. **HYD-3(j) Paving Storage Areas.** Storage areas shall be paved and sufficiently impervious to contain leaks and spills. **HYD-3(k) Storage Area Awning.** Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area. **HYD-3(l) Drainage Diversion.** Drainage from roofs and pavement shall be diverted around the trash container areas. **HYD-3(m) Trash Container Areas.** Trash container areas shall be screened or walled to prevent off-site transport of trash. **HYD-3(o) Runoff Treatment.** Runoff shall be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and is located underground. Filtration involves catch basins with filter inserts. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.) If utilized, filter inserts shall be inspected every six months and after major storms, and shall be cleaned at least twice a year. **HYD-3(p) Parking Lots.** The subterranean and above-grade parking lot areas shall include oil and grease separator traps to filter on site contaminants and prevent increased contamination of the City's storm drain system. **HYD-3(q) Commercial and Residential Uses.** Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of onsite development. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution	

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Impact	Mitigation Measures	Significance After Mitigation
	Control which requires the application of Best Management Practices (BMPs). Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • Project applicants are required to implement stormwater 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 stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. • Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition. • Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Promote natural vegetation by using parking lot islands and other landscaped areas. • Direct connections to storm drains from depressed loading docks (truck wells) are prohibited. • Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation. • Reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease. • Convey runoff safely from the tops of slopes and stabilize disturbed slopes. • Legibility of stencils and signs must be maintained.	

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Impact	Mitigation Measures	Significance After Mitigation
	• Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area must be paved and sufficiently impervious to contain leaks and spills. • The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area. • Cleaning of oily vents and equipment to 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. • Prescriptive Methods detailing BMPs specific to the "Restaurant" project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at www.lastormwater.org. (See Exhibit A). **HYD-3(r) Parking Lots.** Environmental impacts may result from delivery vehicles and customer and employee vehicles transferring contaminants (gasoline, oil, grease, sediments) to the parking lot and release toxins into the stormwater drainage channels. However, the potential impacts would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles	

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Impact	Mitigation Measures	Significance After Mitigation
	Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/). • Project applicants are required to implement stormwater 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 stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. • Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. • Promote natural vegetation by using parking lot islands and other landscaped areas. • Incorporate 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. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Materials with the potential to	

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Impact	Mitigation Measures	Significance After Mitigation
	contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • Reduce impervious land coverage of parking lot areas. • Infiltrate runoff before it reaches the storm drain system. • Runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator; (2) a filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table. • Prescriptive Methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org. (see Exhibit D). **HYD-3(s) Structural BMPs.** The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department and Stormwater Division of Bureau of Sanitation binding the owners to post construction maintenance of the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan or as per the manufacturer's instructions. **HYD-3(t) RWQCB Permits.** The developer shall obtain all necessary permits from the RWQCB prior to the installation of a temporary and/or	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	permanent dewatering system, if such a system is determined to be necessary for development of onsite development. Procurement of all applicable RWQCB permits will ensure the quality of groundwater discharged into the surrounding storm drain or sewer infrastructure. **HYD-3(u) LA-Rio.** Onsite development shall comply with requirements of the Los Angeles River Improvement Overlay (LA-Rio), which requires BMPs such as French drains, cisterns, and swales to reduce stormwater runoff on the project site.	
LAND USE AND PLANNING		
Impact LU-1 Onsite development involves a General Plan amendment, zone change and other necessary approvals to allow for development on the project site. With these approvals, development would be consistent with the land use designations and the zoning designations that apply to the project site. Therefore, impacts would be would be *less than significant.*	None required	Less than significant
Impact LU-2 Onsite development would be consistent with applicable land use plans, policies, and regulations, including SCAG's Regional Comprehensive Plan and Guide, SCAG's 2008 Regional Transportation Plan, the City of Los Angeles General Plan, Central City North Community Plan, and the Los Angeles River Revitalization Master Plan, provided that the mitigation measures contained in Section 4.1, *Aesthetics*; Section 4.2, *Air Quality*; Section 4.3, *Geology*; Section 4.5, *Hydrology and Water Quality*; Section 4.9, *Public Services*; and Section 4.11, *Transportation and Circulation*, are implemented. Therefore, impacts would be *significant but mitigable.*	Several of the above consistency discussions assume implementation of the mitigation measures included in the EIR. Mitigation measures are contained in sections 4.1, *Aesthetics*, 4.2, *Air Quality,* 4.3, *Geology*, 4.5, *Hydrology and Water Quality*, 4.7, *Noise*, 4.9, *Public Services and Utilities*; and 4.11, *Transportation and Circulation*.	Less than significant
NOISE		
Impact N-1 Project construction would intermittently generate high noise levels on and adjacent to the site. Mitigation measures N-1(a-e) would be required to reduce temporary construction generated noise impacts. With implementation of mitigation measures N-1(a-f), impacts would be *significant but mitigable.*	**N-1(a) Construction Sign Posting.** The project applicant shall be required to post a sign informing all workers and subcontractors of the time restrictions for construction activities and hours when construction activities are permitted. The sign shall also include the City telephone numbers where violations can be reported and complaints associated with construction noise can be submitted.	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
	N-1(b) Alternative Piles Types. If pile driving activities are required for construction, alternative pile types that are quieter to install, such as Nicholson Pin Piles, Tubex grout units, or GeoJet foundation units, shall be utilized where feasible in place of traditional driven piles to reduce noise and vibration generation. **N-1(c) Staging Area.** The construction contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment. **N-1(d) Diesel Equipment Mufflers.** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory recommended mufflers. **N-1(e) Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities. **N-1(f) Additional Noise Attenuation Techniques.** For all noise generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of mufflers on noise generating construction equipment, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.	
Impact N-2 Project construction activities could generate intermittent levels of groundborne vibration exceeding the 80 VdB threshold for residences and buildings on and adjacent to the project site. Because these impacts are temporary in nature, impacts would be *less than significant.*	None required	Less than significant
Impact N-3 Project-generated traffic would incrementally increase noise levels	None required	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
on area roadways. However, project-generated noise level increases would not exceed the 3 dBA threshold. Therefore, impacts would be *less than significant.*		
Impact N-4 Onsite noise sources may include rooftop ventilation and heating systems, deliveries, trash hauling, parking lot activity and general retail activities. As such, operation of the onsite development would generate noise levels that may periodically be audible to existing uses near the project site. However, with implementation of mitigation measures N-4(a-b), impacts would be s*ignificant but mitigable.*	**N-4(a) Rooftop Ventilation.** Parapets shall be installed around all rooftop ventilation systems. **N-4(b) Truck Deliveries and Trash Pick-Up.** All commercial truck deliveries and trash pickups shall be restricted to daytime operating hours (7:00AM to 10:00 PM Monday through Friday, and 8:00 AM to 10:00 PM on weekends).	Less than significant
Impact N-5 Residents on the project site would potentially be exposed to noise from traffic level on adjacent roads and the adjacent Little Tokyo/Arts District Metro Gold Line station. However, with implementation of mitigation measures N-5(a-c), impacts would be *significant but mitigable.*	**N-5(a) Building Material Guidelines.** All exterior windows associated with the proposed residential uses on the project site shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. This would require at a minimum the use of double-paned windows on all windows that are exposed to railroad and automobile noise. Such windows should have a minimum laboratory standard transmission class (STC) of 37. The glass shall be sealed into the frame in an airtight manner with a non-hardening sealant or a soft elastomer gasket, or gasket tape. The window frames shall be correctly installed into the wall and insulated to avoid any air gaps. The total area of glazing facing the railroad tracks or roadways in rooms used for sleeping on the upper floors shall not exceed 20 percent of the wall area. Solid-core doors shall be used for those doorways facing the railroad tracks and walls should be insulated in conformance with California Title 24 requirements. The exterior wall facing material shall be a surface with an STC rating of at least 45. **N-5(b) Building Design.** The living areas shall contain forced air ventilation. All duct work for ventilation shall include noise louvers at the exterior outlet and/or	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
	duct outlets shall be directed either opposite to or perpendicular to the railroad tracks and roadways, including Alameda, Temple Street, and 1st Street. Upper level residential patio/deck areas shall be not be positioned facing the railroad tracks or roadways. **N-5(c) Mechanical Equipment.** All new mechanical equipment associated with onsite development shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.	
PUBLIC SERVICES		
Impact PS-1 Although onsite development would incrementally increase demands on City of Los Angeles Emergency Operations Center #4, the proximity of the project site to City of Los Angeles Emergency Operations Center #4 would allow for adequate response times. Additionally, onsite development would be required to comply with LAFD building requirements. However, there is currently insufficient hydrant coverage on the project site to accommodate onsite development. Therefore, impacts related to fire protection would be *significant but mitigable.*	**PS-1(a) Standard LAFD Regulations.** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. **PS-1(b) Hydrant Coverage.** The applicant shall be responsible for changing out all 4D fire hydrants on the project site to 2 ½ X 4D hydrants and installing a 2½ X 4D fire hydrant at the midpoint of the project site along the north of 1st Street to meet fire coverage requirements. **PS-1(c) Hydrant Access.** The applicant shall incorporate fire lanes to provide adequate access for the LAFD. Building plans showing the hydrant and coverage area shall and fire lanes shall be submitted to the LAFD for review prior to the issuance of a building permit.	Less than significant
Impact PS-2 Onsite development would incrementally increase demands on the Los Angeles Police Department.	**PS-2** Standard LAPD Requirements. The plans shall incorporate the design guidelines relative to security, semi-public	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
However, the development on the project site would not adversely affect police service due to the availability of adequate police protection and resources. Therefore, impacts related to police protection would be *less than significant.*	and private spaces, which may include but not be limited to access control to building, 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. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at 150 North Los Angeles Street, Room 818, Los Angeles, California, 90012). These measures shall be approved by the Police Department prior to the issuance of building permits.	
Impact PS-3 Onsite development would generate students who would enroll in LAUSD schools. This could result in an exceedance of LAUSD school design capacities. However, in accordance with State law, the payment of State-mandated school impact fees is deemed adequate mitigation. Therefore, impacts to schools would be *less than significant.*	**PS-3 School Impact Fees.** The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project site vicinity.	Less than significant
RECREATION AND PARKS		
Impact REC-1 New residents generated by onsite development would increase the use of existing neighborhood and community parks and recreational facilities, which could cause or accelerate physical deterioration of the facilities. However, with payment of required Quimby fees and/or Recreation and Park fees and the provision of required onsite open space, impacts to parks and recreational facilities would be *less than significant.*	**REC-1(a) Quimby Fees.** Per Section 17.12-A of the LAMC, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings. **REC-1(b) Open Space per Unit.** As per Section 12.21G of the LAMC, the onsite development would be required as a residential development containing six or more dwelling units on a lot, to provide, at a minimum, the following usable open space area per dwelling unit: 100 square feet for each unit having less than three habitable rooms, 125 square feet for each unit having three habitable rooms, and 175 square feet for each unit having more than three habitable rooms. Usable open space is defined as areas designed and intended to be used for active or passive recreation and may consist of private and/or common areas. Common open space areas must be	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
	readily accessible to all residents of the site and constitute at least 50% of the total required usable open space. Common open space areas can incorporate recreational amenities such as swimming pools, spas, children's play areas, and sitting areas. A minimum of 25% of the common open space area must be planted with ground cover, shrubs, or trees. In addition, indoor recreation amenities cannot constitute more than 25% of the total required usable open space. Private open space is an area which is contiguous to and immediately accessible from a single dwelling unit, may have a dimension no less than six feet in any direction and must contain a minimum of 50 square feet, of which no more than 50 square feet per dwelling unit can be counted towards the total required usable open space. As the onsite development would allow for a maximum density of over 100 dwelling units per acre, based on the provisions set forth in LAMC Section 17.12, 32% of the gross subdivision area would be required to be dedicated. It is stated in LAMC 17.12F that payment to the City of a fee for each dwelling unit permitted to be constructed in the subdivision can be made in lieu of the dedication of all or a portion of all of the land otherwise required. LAMC Section 17.12.F also allows private recreation areas developed within a project site for use by the project's residents to be credited against the project's land dedication requirement. Recreational areas that qualify under this provision include swimming pools and spas (when the spas are an integral part of a pool complex) and children's play areas with playground equipment comparable in type and quality to those found in City parks. Furthermore, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all of the residents of a project; and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public	

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Impact	Mitigation Measures	Significance After Mitigation
	recreation and park facilities. In addition to the above measures, Mitigation Measure AES-2(g) in Section 4.1, *Aesthetics*, requires onsite development to provide a landscaped focal point or courtyard to serve as an amenity for residents and provide useable open space for outdoor activities. Implementation of this measure would serve to further offset the increase in recreational facility demand associated with onsite development.	
TRANSPORTATION AND CIRCULATION		
Impact T-1 Project construction activities and the associated truck trips and worker trips could temporarily interrupt the local roadway system. However, Mitigation Measure T-1, which requires the implementation of a Construction Staging and Traffic Management Plan, would reduce impacts to a *significant but mitigable*, level.	**T-1 Construction Staging and Traffic Management Plan.** The developer shall prepare and submit for approval to the City of Los Angeles a Construction Staging and Traffic Management Plan that includes designated haul routes and staging areas, traffic control procedures, emergency access provisions and construction crew parking, to mitigate traffic impacts during construction. The plan shall also require appropriate signage to restrict construction traffic from traveling or parking on the surrounding residential streets, appropriate signage to guide the construction traffic to the main entrance of the site and signage to warn the general traffic of trucks entering and exiting the project site. In addition, the plan shall require that temporary sidewalks or alternative pedestrian passage be provided should sidewalks be closed during construction. The applicant shall submit required documentation and achieve approval of the management plan from the City of Los Angeles prior to issuance of a grading permit.	With implementation of Mitigation Measure T-1, impacts related to temporary construction traffic would be reduced to a less than significant level.
Impact T-2 Onsite development would generate an estimated 10,806 net average weekday daily trips, including 771 A.M. peak hour trips and 1,146 P.M. peak hour trips. This traffic increase would cause exceedances of City of Los Angeles significance thresholds at 9 of 22 study intersections. Mitigation is available that would reduce impacts at 4 of the 9 intersections to below a level of significance. However, because mitigation would not reduce impacts to below thresholds at the other 5 intersections, impacts would be *unavoidably significant.*	**T-2(a) TDM Strategies.** The developer shall implement an onsite transportation demand management (TDM) program that achieves at least a 20% reduction in peak hour traffic to and from the project site as compared to the trip generation rates used in this analysis (154 A.M. peak period trips and 229 P.M. peak period trips). This plan shall be subject to review and approval by the LADOT. The following measure shall be included in the TDM program: • **Site Improvements** - The design and operation of the site to the extent	Impacts at the intersections of Alameda Street/Temple Street, Vignes Street/1st Street, Mission Road/1st Street, U.S. 101 on and off-ramps/1st Street and Hewitt Street/1st Street would be significant and unavoidable.

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	feasible shall be designed into the project to emphasize: o Integrated Mobility Hub – The project shall provide a financial contribution and rent-free space needed to implement a new integrated mobility hub kiosk that is open and clearly visible to the public. The purpose of the kiosk is to attract new transit users and provide current transit users with more connectivity options for the first/last segment of a trip with bike parking, bike and car sharing, etc. This integrated mobility hub shall be part of the project's design. This could be incorporated into a publicly accessible plaza located on the project site, near transit portals at 1st Street and Alameda Street and/or Temple Street and Alameda Street. o Preferential loading and unloading for taxis, HOV and carpools make it more convenient and attractive to passengers. o Wayfinding signage guides and directs people to and from loading and unloading zones and different elements of a site. o Car pool parking should be closest to the entrance of a building or on the first floor of a garage or structure to reward participants. o Bicycle parking should be convenient, plentiful, well lit and secure. o Shower and locker facilities should be provided as they are an important part of the decision for an employee to bike to work. o Enhanced pedestrian and bicycle pathways for convenient, direct and secure connections. It must be emphasized that integrating non-auto oriented improvements into the heart of the site rather than off to the side or in a remote corner are paramount to their success. Parking for bicycles should be at the center of activities or near the front door to facilities and be plentiful and well lit. Taxi stands and passenger drop off areas should be convenient. There should be more than one and they should provide lighting, shelter and benches. • **Car-Sharing and Short-Term Car**	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	Rental. The project shall include on demand access to a fleet of cars for short duration or unexpected trips for residents and employees of the project site. This program would reduce the need for individual to own a car or perhaps a second one. It would enhance the transit oriented nature of the site because it would allow individuals living, working and shopping at the site to rely on transit with the knowledge that an automobile is available with relative ease for those trips where transit or other modes are impractical. In addition, this program would save costs to individuals and businesses and could reduce the parking requirements of onsite development. • **Transportation Coordinator (TC)** - A transportation coordinator (TC) shall be provided onsite. A TC is a permanent onsite staff position assigned to administer the requirements of a TDM program. Under this strategy, a transportation management association (TMA) would be formed on-site or the project could become a part of an existing TMA in the area that would help in promoting awareness of the available TDM strategies and creating Transportation Management Plans (TMP) for the employees and patrons of the site. • **Transportation Information Center (TIC)** - A TIC shall be provided onsite. A TIC is a centrally-located commuter information center where both the employees and visitors can obtain information regarding commute programs, and individuals can obtain real-time information for planning travel without using an automobile. Strategically placed kiosks can provide trip planning and real time bus and train arrival information for users. • **Trip Monitoring and Reporting Program** – A periodic trip monitoring and reporting program shall be developed that sets trip-reduction milestones and a monitoring program to ensure effective participation and compliance with the TDM goals. Non-	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	compliance with the trip-reduction goals would lead to financial penalties or may require the implementation of physical transportation improvements. Other potential TDM strategies that may be implemented include, but are not limited to the following: • **Transit, Bike and Walk Promotions and Information Materials** - This would include a commuter information packet (CIP), a commuter benefits brochure that contains complete information about various transportation benefits available to individuals, transportation/transit options, HOV programs and discounts, bicycling amenities, transportation subsidies, and other elements that may be available. The CIP should be written in multiple languages including English, Japanese and Spanish. The CIP would be distributed to tenants, employees, and, other building workers and occupants and at promotional events. • **Tenant Participation** - Under this strategy the transportation coordinator would facilitate tenant and employee awareness and participation in the TMP by distributing the information to tenants at least once each year. • **Rideshare Matching Opportunities** - This strategy would coordinate ridesharing programs among various building tenants and their employees, provide ride-match services within the building or engage other ride-match facilitators (such as its tenants) to provide this service. It could be applied two different ways. One method is to make available "on the spot" ridesharing. This strategy maximizes trip flexibility for the individual because they do not need to make long-term plans and commitments. There are a number of internet based programs that could be used to match the mobility needs of travelers with drivers. The more traditional method would be to have the TMA provide an online daily and/or long-term commute rideshare matching service to match interested patrons with carpools and vanpools. The rideshare matching services could also be extended to other employers in close	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	proximity to the project site. • **Guaranteed Ride Home Program** - This strategy provides a guaranteed ride home program for (occupants/ employees) who use a commute mode other than driving. Employers may establish their own program or contract this service with a public agency or private contractor. • **Transit Pass Sales** - Under this strategy employers or a central management operator can contract with the Metro to become authorized to directly sell transit passes to their onsite employees. In addition they could provide transportation subsidies to building occupants, residential tenants and employees who commute via non-motorized or non-single occupancy vehicle (SOV) modes. • **Commuter Benefits** – This strategy pursuant to Internal Revenue Code Section 132 (f), states that employers should arrange pre-tax dollar transit commute expense accounts to provide transportation fringe benefits to eligible employees. • **Flexible/Alternative Work Schedules and Telecommuting Programs** – With this strategy, employers would allow employees to work flexible and alternative work schedules so that their arrival and departure to the site varies to reduce trips during peak periods. Telecommuting would eliminate any trips to the site since the employee would be working off site. • **Expanded DASH Service** – This strategy would provide additional service and/or capacity to the DASH downtown system via new routes to the Mangrove Estates site. Contributions could be in the form of the purchase of new DASH vehicles or subsidy of service for a fixed period of time. **Taxi Services** – Taxis provide on-demand mobility for short and medium length trips. Expanding the City's "hail-a-taxi" demonstration program to the Project site and surrounding area would provide	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	convenient mobility alternatives for unscheduled or quick trips. In addition taxis could and should be equipped to accept regional transit fare cards such as Metro TAP smart card technology. A single method of fare payment would greatly enhance non-auto oriented trip choices. Taxi services can also complement the guaranteed ride home program. **T-2(b) Traffic Signal Upgrades.** Prior to occupancy, the developer shall upgrade the traffic signals at the following locations to allow for enhanced and real-time operation of the traffic signal timing and allow DOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions: <u>Study Intersections</u> 1. 3rd St. and Alameda St. (2070 controller upgrade only) 2. 2nd St. and Alameda St. (2070 controller upgrade and installation of system loops on all approaches) 3. 1st St. and Central Ave. (2070 controller upgrade and installation of system loops on all approaches) 4. 1st St. and San Pedro St. (2070 controller upgrade and installation of system loops on all approaches) <u>Non Study Intersections</u> 1. 1st St. between San Pedro St. and Central Ave. (2070 controller upgrade only) 2. 1st St. and Hill St. (2070 controller upgrade only) 3. Judge John Aiso St. and Temple Ave. (2070 controller upgrade and installation of system loops on all approaches) 4. 2nd St. and San Pedro St. (2070 controller upgrade and installation of system loops on all approaches) 5. 2nd St. and Central Ave. (2070 controller upgrade and installation of system loops on all approaches) 6. 3rd St. and Los Angeles St. (2070 controller upgrade only) *Note: "Study Intersections" are those within the project study area and for which project impacts have been identified. "Non Study Intersections" are outside the study area and have not been identified*	

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Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	as having significant project impacts; however, signal improvements at these locations may improve the overall operation of the roadway system.	
Impact T-3 Traffic generated by onsite development would incrementally increase traffic at the CMP intersection of Alameda Street and Washington Boulevard as well as at nearby CMP freeway monitoring locations. However, traffic would be less than CMP thresholds. Therefore, impacts related to CMP consistency would be *less than significant.*	None required	Less than significant
Impact T-4 The site developer would either need to provide onsite parking that meets City Code requirements or obtain a variance from those requirements. In either event, it is presumed that onsite parking would meet demand generated by onsite development. Therefore, parking impacts would be *less than significant.*	None required	Less than significant
UTILITIES		
Impact U-1 Onsite development would generate water demand estimated at 273 acre-feet per year. Because LADWP's Water Supply Assessment has determined that water supplies are adequate to meet this level of demand, impacts related to water supply would be *less than significant.*	**U-1 Water Supply.** Onsite development shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). If conditions dictate, the Department of Water and Power may postpone new water connections for this onsite development until water supply capacity is adequate. **U-2 Water Saving Features.** The site developer shall implement the following water conservation measures for the entire development on the project site: • High Efficiency Toilets with flush volume of 1.0 gallons of water per flush or less (includes dual flush) • High Efficiency Urinals of 0.5 gallons per flush or less (includes waterless) • High Efficiency Clothes Washers (Residential) – with a water savings factor of 4.0 or less	Less than significant

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

Impact	Mitigation Measures	Significance After Mitigation
	• High Efficiency Clothes Washers (Commercial) with a water savings factor of 7.5 or less • Waterless Urinals • Limit showers to one showerhead per stall • Showerheads with a flow rate of 2.0 gallons per minute or less • High efficiency dishwashers (Energy Star rated) where dishwashers are provided • Single-pass cooling shall be strictly prohibited • Irrigation systems shall meet the following requirements: • Weather-based irrigation controller with rain shutoff • Flow sensor and master valve shutoff (large landscapes) • Matched precipitation (flow) rates for sprinkler heads • Drip/microspray/subsurface irrigation where appropriate • Minimum irrigation system distribution uniformity of 75% • Proper hydro-zoning and turn minimization (groups plants with similar water requirements together) • Use of landscaping contouring to minimize precipitation runoff • Rotating Sprinkler Nozzles for Landscape Irrigation with a flow rate of 0.5 gallons per minute or less • Drought Tolerant Plants must make up at least 40% of total landscaping • Domestic Water Heating System located in close proximity to point(s) of use; use of tank-less and on-demand water heaters as feasible • All dwelling units shall have individual metering and billing for water use • All irrigated landscapes of 5,000 square feet or more shall have separate metering or submetering • Recycled water shall be used where available for appropriate end uses (irrigation, cooling towers, sanitary) • Should it be determined that the existing water main infrastructure is unable to accommodate the estimated water consumption for the project site, the developer shall be required to make special arrangements with LADWP to enlarge the supply lines • Cooling Towers must be operated at a	

Table ES-2
Summary of Significant Environmental Impacts and Mitigation Measures

<table>
<tr><th>Impact</th><th>Mitigation Measures</th><th>Significance After Mitigation</th></tr>
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minimum of 5.5 cycles of concentration
• Faucets - all indoor faucets (other than City Ordinance No.180822 requirements) with flow rate of 1.5 gallons per minute or less

The following items are required by City Ordinance No.180822, effective Dec. 1, 2009, and the City of Los Angeles Department of City Planning acknowledges compliance with the following requirements for the proposed project:

• Faucets:
o Private Use Lavatory Faucets – 1.5 gallons per minute
o Public Use Lavatory Faucets – 0.5 gallons per minute, self-closing
o Pre-rinse Spray Valve installed in Commercial Kitchens – 1.6 gallons per minute
o All Other Faucets – 2.2 gallons per minute
o Low-flow Showerheads – maximum flow rate not to exceed 2.0 gallons per minute, except emergency shower heads for health or safety purposes.

• All Installed Dishwashers must be Energy Star Rated and in compliance with the following:

o The maximum water use for high efficiency commercial dishwashers shall be in accordance with the following table:

<table>
<tr><th>Type</th><th>High-Temperature Maximum gallons per rack</th><th>Chemical-Maximum gallons per rack</th></tr>
<tr><td>Conveyer</td><td>0.70</td><td>0.62</td></tr>
<tr><td>Door</td><td>0.95</td><td>1.16</td></tr>
<tr><td>Undercounte</td><td>0.90</td><td>0.98</td></tr>
</table>

o The maximum water use per washing cycle for high efficiency domestic dishwashers shall be 5.8 gallons.

• All cooling towers must operate at a minimum of 5.5 cycles of concentration
• Single-pass cooling systems are
</td><td></td></tr>
</table>

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Impact	Mitigation Measures	Significance After Mitigation
	strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.	
Impact U-2 Onsite development would generate an estimated 239,607 gallons of wastewater per day, which would flow to the Hyperion Treatment Plant (HTP). This represents approximate 0.8% of the remaining capacity. Therefore, since the HTP has sufficient capacity to treat wastewater generated by onsite development, impacts would be *less than significant.*	**U-2(a) Wastewater Reduction.** Operation of onsite development shall include the following features to reduce impacts associated with wastewater generation and conveyance: • A holding tank large enough to hold three times the onsite development's daily wastewater flow so that the tank would hold all onsite development wastewater during peak wastewater flow periods for discharge into the wastewater collection system during off-peak hours • A grey water system to reuse wastewater from the onsite development • As needed, new wastewater treatment or conveyance infrastructure, or capacity enhancing alterations to existing systems. **U-2(b) Wastewater Infrastructure.** During the plan check, if upgrades or the sewer infrastructure is found to have insufficient capacity by the City of Los Angeles, the developer shall be required to pay a fair share for improvements to upgrade sewer facilities. If necessary, the applicant shall pay these fees prior to the issuance of a building permit.	Less than significant
Impact U-3 Onsite development would generate solid waste, both temporarily during construction and in the long term. Operational solid waste generation is estimated at 5.46 tons of solid waste per day, which is within the existing capabilities of area landfills. Since existing landfills have sufficient capacity to accommodate the onsite development's solid waste, impacts would be *less than significant.*	**U-3(a) Construction Solid Waste Reduction.** The applicant shall ensure that the following features and processes are implemented prior to and during the construction phase: • Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the onsite development, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
	services with a company that recycles demolition and/or construction-related wastes. • To facilitate onsite separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins onsite during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the onsite development's regular solid waste disposal program. **U-3(b) Construction Recycling Program**. The applicant shall develop a construction and demolition debris and recycling/salvage program to divert at least 50% material from landfills by either weight or volume. The plan shall identify the materials to be diverted from disposal. **U-3(c) Operational Solid Waste Reduction.** The onsite development shall incorporate the following feature in the design and shall be reflected in plans, which shall be approved prior to the issuance of a building permit: • Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the onsite development's regular solid waste disposal program.	
OTHER CEQA ISSUES		
Economic and Population Growth. The project would not have economic or social effects that would result in adverse physical changes or deterioration of the surrounding area, as the area is currently comprised of primarily residential uses. No existing housing or population would be displaced.	None required	Less than significant
Removal of Obstacles to Growth. The proposed project would be located within a fully urbanized area of Los Angeles, which is well-served by existing infrastructure. Major improvements to water, sewer, and circulation systems and drainage connection infrastructure would not be needed. Because the project constitutes development within an urbanized area and does not require the extension of new	None required	Less than significant

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Impact	Mitigation Measures	Significance After Mitigation
infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.		
Global Climate Change. The project would constitute infill development in an urbanized area and would be consistent with strategies, plans and polices aimed at reducing greenhouse gas emissions. As such, the project's contribution to a cumulative impact associated with greenhouse gas emissions would not be considerable.	None required	Less than significant

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