

EXECUTIVE SUMMARY

This chapter of the Draft Environmental Impact Report (Draft EIR) is prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed mixed-use residential, hotel, and commercial project (Project). In accordance with CEQA Guidelines Section 15123, this chapter provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; describes areas of controversy known to the lead agency; and presents issues to be resolved.

A. PROJECT LOCATION

The Project Site is generally located at 1020 S. Figueroa Street, within the South Park district of the Central City Community Plan Area in Downtown Los Angeles. The Project Site is served by a network of regional transportation facilities that provide access to the greater metropolitan area. Regional access to the Project Site is provided by the Pasadena/Harbor Freeway (I-110/SR 110), located approximately 0.3 miles to the west; the Santa Monica Freeway (I-10) located approximately 0.5 miles to the south; and the Hollywood Freeway (US-101), located approximately 1.5 miles to the north. The Project Site is located approximately 0.2 miles north of the Pico Station operated by the Los Angeles County Metropolitan Transportation Authority (Metro) which serves the Blue Line and the Expo Line. The Project Site is also located approximately 0.4 miles from the 7th Street/Metro Center Station which provides rail service to the Blue, Expo, Red, and Purple Lines. The Project Site is also served by multiple bus and shuttle lines, including multiple Metro bus lines and the DASH Downtown Shuttle Route.

The approximately 2.7-acre Project Site is bounded by S. Figueroa Street to the west, S. Flower Street to the east, W. Olympic Boulevard to the north, and 11th Street to the south. The Project Site is located in a regional center which serves as a commercial and entertainment center for Los Angeles and the surrounding communities. The Project area is characterized by a mix of entertainment, commercial, restaurant, bar, office, and residential uses. Adjacent to the Project Site and to the west across S. Figueroa Street is LA LIVE, an entertainment, hotel, and residential complex; south of LA LIVE and just southwest of the Project Site is the Staples Center Arena, a multipurpose sports arena; further to the southwest is the Los Angeles Convention Center, which regularly features conventions, trade shows, and exhibitions. To the north of the Project Site across W. Olympic Boulevard are several high-rise mixed-use residential and commercial buildings. These include the 28-story 717 Olympic mixed-use project; a car wash building that also encompasses two restaurants and a ticket agency that is proposed to be developed as a mixed-use tower (Olympic Tower); and further north is the 13-story Hotel Figueroa. To the immediate east of the Project Site is the 11-story Petroleum Building, a designated City Cultural-Historic Monument (HCM No. 596), which includes office above ground level commercial uses fronting W. Olympic Boulevard; a surface parking lot and the one-story El Cholo restaurant fronting S. Flower Street; and mid-and high-rise multi-family residential and mixed use buildings further east across S. Flower Street. To the south of the Project Site across 11th Street, is Oceanwide Plaza, a high rise mixed-use residential, commercial, and hotel project that is currently under construction; further south is another mixed-use project under construction, known as Circa (1200 Fig Project); the Metro Pico Station; and new and recently rehabilitated high-rise residential and mixed-use buildings.

B. PROPOSED PROJECT

The Project Site is currently developed with the nine-story Luxe City Center Hotel (Luxe Hotel) on the northwest portion of the Project Site with the remainder of the Project Site developed with surface parking. The Luxe Hotel includes 178 guest rooms, a main lobby, meeting rooms, an interior restaurant, an indoor/outdoor bar and lounge area, a fitness center, and a one-level parking deck with parking below and above the deck.

The Project would demolish the Luxe Hotel, surface parking, and related improvements on the Project Site in order to construct a new mixed-use residential, hotel, and commercial development. The Project would include up to 1,129,284 square feet (sf) of floor area (approximately 9.7:1 floor area ratio [FAR]) in three towers atop an eight level podium (Podium) with up to four subterranean levels and four levels above grade. The Project would include a total of up to 300 hotel rooms, 650 residential condominium units, and 80,000 sf of restaurant, retail, and other commercial uses at the first two levels along all street frontages. The first and second levels of the Podium would also include commercial uses with the third and fourth levels of the Podium including hotel amenities and 14 work/live loft units. The Project is designed to respect the context and character of the adjacent historic Petroleum Building by stepping back from the corner of S. Figueroa Street and W. Olympic Boulevard to allow views of the corner of the Petroleum Building. The design would also not obstruct views of the Petroleum Building's architecturally distinguished facades along W. Olympic Boulevard and Flower Street, which are primary character-defining facades featuring elaborate architectural detailing originally intended for public view. Parking for vehicles would be provided within up to four subterranean levels beneath the Podium. Bicycle parking would be provided on Site in compliance with LAMC requirements.

The Project would include two residential towers and one hotel tower. Phase I of the Project would include the construction of the 34-story Hotel Tower, located on the corner of 11th Street and S. Figueroa Street and the construction of the 32-story Residential Tower 1 that would include up to 290 residential units and would be located at the corner of 11th Street and S. Flower Street. During Phase 2, the 38-story Residential Tower 2 would be constructed that would include up to 360 residential units and would be located at the corner of S. Figueroa Street and W. Olympic Boulevard.

The Project would provide a 5,000 sf outdoor public plaza along S. Figueroa Street that would support connectivity between the Project and LA LIVE while also encouraging pedestrian activity and an active streetfront. The outdoor plaza would incorporate landscape features, seating, and potential for public art display areas. In addition, the Project would include the Podium Garden Terrace, located at the top of the Podium that would serve each of the three towers for Project residents, guests and hotel patrons. The Podium Garden Terrace would feature a bar and dining area near the Hotel Tower, open areas for adult and children recreational activities, pools, strolling/exercise areas for pets, and quiet/passive areas with shaded zones. The top level of the residential towers would include rooftop amenity decks for use by residents, and the top/penthouse level of the Hotel Tower would include a rooftop amenity deck with a pool, bar, lounge, and greenspace areas for hotel patrons and visitors.

Vehicular access into the Podium would be from W. Olympic Boulevard, S. Flower Street and 11th Street. Parking access to the Podium for residences and commercial visitors would be from W. Olympic Boulevard. For residents-only, access would be provided from 11th Street. A vehicle entryway to the Podium from S. Flower Street would be provided for commercial visitors and service vehicles. For hotel visitors, a separate

hotel-only motor-court drop off area would be provided off of 11th Street. Loading for service vehicles related to hotel, residential and commercial uses would be on the ground level, interior to the Project Site. Pedestrian access to the Hotel Tower and lobby would be from a hotel motor-court on 11th Street and from the hotel lobby fronting S. Figueroa Street. Pedestrian access to the two stories of commercial and restaurant frontage along the periphery of the Podium fronting 11th Street, S. Figueroa Street, S. Flower Street, and W. Olympic Boulevard would be directly from those streets at the ground level or via elevators, stairs or escalators. Access would also be provided from the parking areas with the Podium's subterranean levels. Each residential tower would have a ground level lobby that would be accessible from street level or via elevators from the residential parking areas within the Podium. Pedestrian access to the residential units in the Podium at the street level would be via either the Residential Tower 1 or Residential Tower 2 residential lobbies.

New lighting would include signage, commercial accent lighting, wayfinding, balcony lighting, and security markings. Project signage would include on and off-site signage in various forms, including wall signs, digital displays and streaming signage, supergraphic signs, open panel roof signs, hotel building identification, residential building identification, retail and restaurant building identification, parking entry identification, loading dock entry identification, and wayfinding signage. No billboard signage is proposed. The graphics and signage program would support an active street front experience on all sides, but particularly along the Figueroa corridor that would mix art and signage graphic components. Pursuant to the provisions of Chapter I, Article 3, Section 13.11 of the Municipal Code, the Project would establish a sign district, (Fig and 11th Sign District) that would encompass the Project Site. The Fig and 11th Sign District would establish regulations and provisions regarding signage area, illumination levels, hours of operation, type of signage, location of signage, compatibility of signage, among other specific regulations.

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- Certification of an Environmental Impact Report;
- Development Agreement by and between the City of Los Angeles and the Applicant, pursuant to California Government Code Section 65864 et seq;
- Transfer of Floor Area Rights (TFAR) pursuant to LAMC Sections 14.5.6 and 14.5.8 through 14.5.12 from the Los Angeles Convention Center (City Owned Donor Site) at 1201 S. Figueroa Street, to the subject site, located at 1020 S. Figueroa Street, Los Angeles allowing an FAR of 9.7:1 and 1,129, 284 sf in lieu of a 6:1 FAR;
- Approval of a new Sign District (LAMC Section 13.11);
- Project Permit Compliance for Signage;
- Determination under the City Center Redevelopment Plan, as necessary to allow a residential use in a commercial zone or a commercial use in a residential zone;
- Master Conditional Use Permit for the sale and service of alcohol and live entertainment (LAMC Sections 12.24.W.1 and W18);
- Site Plan Review for a project resulting in an increase of 50 residential units and greater than 50,000 sf of nonresidential floor area. (LAMC Section 16.05);

- Vesting Tentative Tract Map (LAMC Section 17.15), including easements, dedications, and waivers, if necessary;
- Variation from Downtown Design Guide, Los Angeles Sports and Entertainment Streetscape Plan, and Downtown Street Standards
- Other approvals as needed and as may be required such as construction permits, including building permits, grading, excavation, foundation, and associated permits;
- Haul route permit, as may be required; and
- Other approvals as needed and as may be required.

C. PUBLIC REVIEW PROCESS

As further described in Chapter 1, *Introduction*, the City circulated a Notice of Preparation (NOP) to State, regional, and local agencies, and members of the public for a 31-day review period, commencing February 3, 2016 and ending March 4, 2016. The NOP was based on an Initial Study which determined that the Project had the potential to result in significant impacts to the environment. The NOP and Initial Study are provided in Appendices A-1 and A-2 of this Draft EIR.

In addition, a public scoping meeting was held on February 18, 2016 at the LUXE City Center Hotel within the Project Site, located at 1020 S. Figueroa Street, Los Angeles, CA 90015. The meeting was held in an open house or workshop format and provided interested individuals, groups, and public agencies the opportunity to view materials, ask questions, and provide oral and written comments to the City regarding the scope and focus of the Draft. The presentation materials and other documentation from the Scoping Meeting are provided in Appendix A-3, *Scoping Meeting Materials*, of this Draft EIR. No written comments were received at the public scoping meeting. Letters and comments received during the NOP comment period are included in Appendix A-4, *NOP Comments*, of this Draft EIR. This Draft EIR will be released for a minimum 45-day public comment period. Following the public comment period, a Final EIR will be prepared that includes responses to comments received on the Draft EIR, along with any necessary corrections and additions to the document.

D. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The following summarizes the environmental concerns raised in response to the NOP, including verbal comments received at the public scoping meeting held during the NOP circulation period. The written public comments are included in Appendix A-4:

- General concern about height and density, neighborhood compatibility
- Cumulative traffic impacts
- Potential impacts on tribal cultural resources
- Potential impacts on I-110/I-10 freeway access
- Potential impacts on existing public transit during construction and operation
- Air quality impacts from construction and operation of the Project
- Potential impacts on hydrology and water quality

- Consistency with the Downtown Design Guide
- Potential impacts on the Petroleum Building
- Concern about health hazards during construction

E. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Significant unavoidable impacts could occur as a result of Project impacts, and cumulative impacts. Based on the analysis contained in Chapter 4, *Environmental Impact Analysis*, the Project would result in significant and unavoidable Project construction impacts related to noise and vibration, cumulative construction impacts related to noise and traffic, and Project traffic impacts at three intersections.

F. ALTERNATIVES

The State *CEQA Guidelines*, Section 15126.6(a) require an EIR to “describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The State *CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, “even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.”¹ The State *CEQA Guidelines* further direct that the range of alternatives be guided by a “rule of reason,” such that only those alternatives necessary to permit a reasoned choice are analyzed.² Based on an analysis of these alternatives, an environmentally superior alternative is identified.

Three alternatives, as well as an environmentally superior alternative, are analyzed Chapter 5, *Alternatives*, of this Draft EIR and summarized below. The three alternatives selected for evaluation include the 1) No Project/No Build Alternative; 2) Reduced Density Alternative; and 3) Residential with Ground Level Commercial Alternative.

1. Alternative 1: No Project/No Build Alternative

The No Project/No Build Alternative consists of the circumstance under which the project does not proceed, pursuant to Section 15126.6(e)(3)(B) of the State *CEQA Guidelines*. Under the No Project/No Build Alternative, no new development would occur within the Project Site. This Alternative consists of the circumstance under which the Project does not proceed. The property would maintain the Luxe Hotel, which is a 112,748 sf, nine story building, that includes 178 guest rooms, a main lobby, meeting space area, interior restaurant, an indoor/outdoor bar and lounge area, fitness center, and a one-level parking deck with parking below and above the deck. The Luxe Hotel is surrounded by surface parking. The north lot, on the corner of W. Olympic Boulevard and S. Figueroa Street is used for hotel guest parking and special event parking; the south lot, located south of the Luxe Hotel on S. Figueroa Street, is used for overflow parking, limousine staging, and construction/maintenance vehicle parking; the southeastern lot, located on 11th Street extending from S. Figueroa Street to S. Flower Street is leased for public parking.

¹ *CEQA Guidelines Section 15126.6(b)*.

² *Ibid., Section 15126.6(f)*.

2. Alternative 2: Reduced Density Alternative

The Reduced Density Alternative would provide the same uses as the Project; but at a reduced density that would comply with the provisions of the LAMC without a TFAR. The total FAR would be limited to 6:1 with a floor area of 699,960 sf, which is approximately 62 percent of the floor area of the Project (9.7:1 FAR).

The Reduced Density Alternative would include a hotel with 186 guest rooms with meeting rooms, restaurant, and spa facilities (175,000 sf, including 10,000 sf meeting rooms and 10,000 sf amenities); 403 residential units (475,360 sf); and 49,600 sf of commercial/retail/restaurant space on the first two levels. The residential development would include similar amenities to those of the Project, although scaled commensurate with the reduction in residential units. The density of the hotel, residential, and commercial uses would be reduced approximately 38 percent, commensurate with the 38 percent reduction in FAR, while including the 75 percent retail frontage on the ground level. Parking would be provided in a subterranean structure similar to that of the Project, although requiring less subterranean parking than that of the Project. The Reduced Density Alternative would include two towers: a 353,508 sf hotel and residential tower with a commercial podium on the Phase 1 portion of the Project Site and a 346,462 sf residential tower with commercial podium on the Phase 2 portion.

3. Alternative 3: Residential with Ground Level Commercial Alternative

The Residential with Ground Level Commercial Alternative would utilize the entire site for a residential development with 50,000 sf of ground level commercial (retail/restaurant) use within the provision of the zoning code. This Alternative would include 669,960 sf resulting in an FAR of 6.0:1. The Residential with Ground Level Alternative would include 520 residential dwelling units of similar size and configuration to the Project. The residential development would be provided in two residential towers with 15,000 sf of residential amenities. This Alternative would include parking in a subterranean structure.

4. Environmentally Superior Alternative

Section 15126.6(e)(2) of the State *CEQA Guidelines* indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR and that if the “no project” alternative is the environmentally superior alternative, the EIR shall identify another environmentally superior alternative among the remaining alternatives.

A comparative summary of the environmental impacts anticipated under each Alternative to the environmental impacts associated with the Project is provided in **Table 5-7, Comparison of Impacts Associated with the Alternatives and the Project**, in Chapter 5, *Alternatives*, of this Draft EIR. Chapter 5 also provides a more detailed evaluation of the potential impacts associated with each Alternative. As indicated in Table 5-7, the No Project/No Build Alternative would have less impact than the Project or other alternatives as it would have no impacts on the environment. Further, it would avoid the Project’s short term significant and unavoidable construction impacts associated with noise, vibration, and traffic as well as traffic operations. Therefore, the No Project/No Build Alternative is considered the overall environmentally superior Alternative. However, the No Project/No Build Alternative would not meet any Project objectives and would not provide the benefits associated with the Project. It would not result in the development of a mixed use development providing convention center hotel rooms, Downtown residential development, and transit oriented development.

In accordance with the State *CEQA Guidelines* requirement to identify an environmentally superior Alternative other than the No Project/No Build Alternative, a comparative evaluation of the remaining Alternatives indicates that the Residential with Ground Level Commercial Alternative, would be the environmentally superior Alternative due to the reductions in traffic when evaluated with LOS traffic criteria. The Residential with Ground Level Commercial Alternative would generate fewer traffic impacts than the Reduced Density Alternative, reducing the amount of trip generation and eliminating a significant intersection impact at one location. However, both the Residential with Ground Level Commercial Alternative and the Reduced Density Alternative, while reducing impacts from those of the Project would continue to result in significant traffic impacts due to operations and continue to have a significant noise impact due to construction as well as a significant cumulative impact on traffic.

The Residential with Ground Level Commercial Alternative would also result in less impact for some other environmental topics than the Reduced Density Alternative. The Ground Level Commercial Alternative would result in fewer impacts that are traffic related including air emission and noise impacts due to traffic. This Alternative would also result in less impact on water and wastewater utility services. Related to these topics, the Ground Level Commercial Alternative 3 would also result in a lower level of energy consumption.

The Residential with Ground Level Commercial Alternative would only partially meet the Project Objectives. It would meet the Project's Objective's regarding the overall design of the Project. However, it would not meet Project Objectives regarding the contribution of hotel rooms to serve the Los Angeles Convention Center, or the complementary mix of uses anticipated with the Project. It would meet the Project Objectives regarding the provision of housing units and the Project's economic objectives, but not to the same extent as the Project. Further, it would not so fully fulfill the Project Objectives regarding the implementation of transit oriented development.

G. SUMMARY OF ENVIRONMENTAL IMPACTS

This section provides a summary of impacts, Project Design Features, mitigation measures, and level of significance after implementation of mitigation measures associated with Project. The summary is provided by environmental issue area below in **Table ES-1, Summary of Project Impacts, Project Design Features, and Mitigation Measures.**

Table ES-1

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
A. Aesthetics/Visual Resources			
<p>Impact Statement AES-1: Construction activities and associated equipment and materials would be screened and temporary fencing, barriers, and walkways would be inspected to remove unauthorized materials and ensure they are maintained in a reasonable manner throughout the construction period. As a result, effects on visual character due to short term construction activities would be less than significant.</p>	<p>PDF-AES-1: Construction Fencing: The Applicant shall provide and maintain a construction fence for safety and to screen views to the Project Site during construction to the extent feasible. The fence shall be located along the north, south, east and west perimeters of the Project Site with a minimum height of 8 feet. The Applicant shall ensure through appropriate postings and regular visual inspections that no unauthorized materials are posted on temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a reasonable manner throughout the construction period.</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement AES-2: The Project would replace the existing Luxe Hotel and parking lots with a modern development that includes three towers, a Podium, public plaza, and streetscape improvements. The Project architecture and design would respond to and be compatible with surrounding development, including the adjacent Petroleum Building. Compared to existing conditions with the LUXE Hotel building, surface parking lots, and limited landscaping, the Project would improve visual conditions, particularly due to significant upgrades to the streetscape and pedestrian environment. Therefore, the Project would have a less than significant</p>	<p>PDF-AES-2: Screening of Utilities: The Project would visually screen new transformers and other utilities associated with the Project from public view.</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
impact with respect to aesthetic character.			
Impact Statement AES-3: The Project would not obstruct or substantially degrade valued focal or panoramic views on or across the Project Site. Project impacts on views would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement AES-4: The Project would not create a new source of light or glare that would substantially alter the character of off-site areas, which currently experience high illuminance levels; would result in light spillof greater than 3.0 footcandles at adjacent light-sensitive receptors; or cause excessive glare and contrast compared to existing conditions. Therefore, impacts regarding light and glare would be less than significant.	PDF-AES-3: Illuminated Signs: Illuminated signs will be designed to comply with the requirements of CALGreen, including requiring 65 percent dimming at night.	No mitigation measures are required.	Less than Significant
	PDF-AES-4: Glare. Glass and other building materials used in exterior façades shall be low reflective and/or treated with a non-reflective coating in order to minimize glare. Prior to issuance of a building permit, the Department of Building and Safety shall review the exterior building materials to confirm that they do not exceed the reflectivity of standard building materials, and would not cause significant glare impacts on motorists or nearby residential uses.		

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement AES-5: The Project would not shade shadow-sensitive uses for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. PST, or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. PDT. Shade/shadow impacts would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement AES-6: The Project would be substantially consistent with applicable guidelines or regulations related to aesthetics or visual quality. Impacts would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
B. Air Quality			
Impact Statement AQ-1: Construction of the Project would not exceed the applicable SCAQMD daily regional numeric thresholds for VOC, NO _x , CO, SO ₂ , PM ₁₀ , or PM _{2.5} . Therefore, regional construction emission impacts would be less than significant.	PDF-AQ-2:Construction Measures: The Project shall utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standards for equipment rated at 50 hp or greater during Project construction. Equipment, such as tower cranes, welders and pumps shall be electric or alternative fueled (i.e., non-diesel). To the extent possible, pole power will be made available for use with electric tools, equipment, lighting, etc. Alternative-fueled generators shall be used when commercial models that have the power supply requirements to meet the construction needs of the Project are readily available from local suppliers/vendors. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	of each unit’s certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.		
	PDF-AQ-3: Control of VOCs: The Project shall utilize low-emitting materials pursuant to the requirements of the LEED Low-Emitting Material Credit or equivalent. Indoor coatings shall be limited to 50 grams per liter of VOCs or less.		
Impact Statements AQ-2 and AQ-3: Construction of the Project would not exceed the SCAQMD localized significance thresholds for CO, NO _x , PM ₁₀ , and PM _{2.5} at nearby sensitive receptors. Impacts regarding the Project’s contribution to local CO, NO _x , PM ₁₀ , and PM _{2.5} concentrations would be less than significant.	See PDF-AQ-2	No mitigation measures are required.	Less than Significant
Impact Statement AQ-4: The Project’s contribution to regional emissions during operations would be less than significant. Project operational emissions would be below the SCAQMD numeric indicators for VOC, NO _x , CO, SO ₂ , PM ₁₀ and PM _{2.5} .	PDF-AQ-1: Green Building Measures: The Project would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the City of Los Angeles Green Building Code and achieve the equivalent of the USGBC LEED Silver Certification level. Green building measures would include, but are not limited to the following: <ul style="list-style-type: none"> ▪ The Project would implement a construction waste management plan to 	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	<p>divert all mixed construction and demolition debris to City certified construction and demolition waste processors, consistent with the Los Angeles City Council approved Council File 09-3029.</p> <ul style="list-style-type: none"> ▪ The Project would be designed to optimize energy performance and reduce building energy cost by 14 percent for new construction compared to the Title 24 Building Energy Efficiency Standards as specified in the LEED 2009 Energy and Atmosphere credit 1 (EAc1). ▪ The Project would be designed to optimize energy performance and reduce building energy cost by installing energy efficient appliances that meet the USEPA ENERGY STAR rating standards or equivalent. ▪ The Project would include double-paned windows to keep heat out during summer months and keep heat inside during winter months. ▪ The Project would include lighting controls with occupancy sensors to take advantage of available natural light. ▪ The Project would reduce overall potable water use by a minimum of 50 percent compared to baseline water consumption. Reductions would be achieved through drought-tolerant/California native plant species selection, artificial turf, irrigation system efficiency, alternative water supplies 		

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	<p>(e.g., rainwater harvesting for use in landscaping), and/or smart irrigation systems (e.g., weather-based controls).</p> <ul style="list-style-type: none"> ▪ The Project would reduce indoor potable water use by a minimum of 40 percent compared to baseline water consumption by installing water fixtures that exceed applicable standards. ▪ The Project would provide on-site recycling areas, consistent with City of Los Angeles strategies and ordinances, with the goal of achieving 70 percent waste diversion by 2020, and 90 percent by 2025. ▪ To encourage carpooling and the use of electric vehicles by Project residents and visitors, the Applicant shall designate a minimum of 8 percent of on-site parking for carpool and/or alternative-fueled vehicles, and the Project design will provide for the installation of the conduit and panel capacity to accommodate future electric vehicle charging stations into 10 percent of the parking spaces. <p>See also PDF-AQ-3</p>		
<p>Impact Statement AQ-5 and AQ-6: Localized impacts due to Project operations would be less than significant. Project operational emissions of NO_x, CO, PM₁₀ and PM_{2.5}</p>	<p>See PDF-AQ-1</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
would be less than the SCAQMD numeric thresholds.			
Impact Statement AQ-7: Project impacts regarding the concentration of CO at intersections in the Project vicinity would be less than significant. The number of traffic trips generated by the Project would not contribute to the formation of CO hotspots in excess of the applicable standards.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement AQ-8: Impacts from the emission of TACs would be less than significant for Project construction and less than significant with respect to Project operations. Based on the State's recently updated conservative HRA guidelines, the Project's construction-period emissions of DPM, a State-recognized human carcinogen, in close proximity to sensitive off-site residential receptors to the north, east, southeast, and south would result in a less than significant increase in life-time cancer risk to those residential uses. Health impacts from the removal and transport of contaminated soils and materials from the Project Site would not substantially contribute to construction health risks and would be less than significant. The Project would not include permanent sources (equipment, etc.) that would generate significant amounts of long-term TAC emissions in	See PDF-AQ-2	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
excess of the HRA guidelines.			
<p>Impact Statement AQ-9: Impacts regarding consistency with applicable plans and policies would be less than significant. Construction and operation of the Project would be consistent with the RTP projections that are used in preparing the AQMP. The Project would contribute to land use patterns that reduce vehicle trips, and would include Project Design Features that reduce energy consumption, thus reducing air quality emissions. Further, the Project would comply with applicable control measures. Therefore, the Project would contribute to reductions in air quality emissions in the manner suggested in the applicable plans.</p>	See PDF-AQ-1	No mitigation measures are required.	Less than Significant
<p>C. CULTURAL RESOURCES</p>			
<p><i>1. Archaeological and Paleontological Resources</i></p>			
<p>Impact Statement ARCH-1: Impacts on buried historic archaeological resources are considered potentially significant, as the Project would involve excavations into soils with the potential to retain resources associated with the former turn of the 20th century residential uses on the Project Site.</p>	Not Applicable	<p>MM-ARCH-1: The Applicant shall retain a qualified Archaeologist who meets the Secretary of the Interior’s Professional Qualifications Standards for an archaeologist, who shall supervise an archaeological monitor that will be present during construction excavations such as grading, trenching, grubbing, or any other excavation activity associated with the Project.</p>	Less than Significant after Mitigation

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>The frequency of monitoring shall be determined by the Archaeologist based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus fill soils), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Archaeologist.</p>	
		<p>MM-ARCH-2: In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed during ground-disturbing activities, the Applicant shall halt or redirect ground-disturbing activities away from the vicinity of the find, so that the find can be evaluated by a qualified Archaeologist. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the Archaeologist. The Applicant shall coordinate with the archaeologist and the City to develop an appropriate treatment plan for the</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>resources if they are determined to be potentially eligible for the California Register or potentially qualify as unique archaeological resources pursuant to CEQA. Preservation in place (i.e., avoidance) shall be considered as a treatment measure first. If preservation in place is not feasible, treatment may include the implementation of archaeological data recovery excavations to remove the resource from the Project Site along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be donated to a local school or historical society for educational purposes. The Archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.</p>	
		<p>MM-ARCH-3: The Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project construction. The Applicant, in consultation with the archaeologist and the City, shall designate repositories meeting State standards in the event that archaeological material is recovered. Project material shall be curated in accordance with the State Historical Resources Commission’s Guidelines for Curation of Archaeological Collections.</p>	
<p>Impact Statement PALEO-1: Although the Project Site has been previously disturbed through grading and/or development for the construction of the Luxe City Center Hotel, it is possible that Project grading and excavation may encounter native soil/sediment associated with older Quaternary Alluvium, the Fernando Formation, and the Puente Formation deposits that have high potential for containing buried paleontological resources. As a result, the potential exists for construction to directly or indirectly destroy buried</p>	<p>Not Applicable</p>	<p>MM-PALEO-1: A qualified Paleontologist shall attend a pre-grade meeting and develop a paleontological monitoring program for excavations into older Quaternary Alluvium deposits. A qualified Paleontologist is defined as a Paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified Paleontologist shall supervise a paleontological monitor who shall be present during construction excavations into older Quaternary Alluvium deposits. Monitoring shall</p>	<p>Less than Significant after Mitigation</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>unique paleontological resources or sites or unique geologic features. Impacts to buried paleontological resources are considered potentially significant.</p>		<p>consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains. The frequency of monitoring inspections shall be determined by the Paleontologist and shall be based on the rate of excavation and grading activities, proximity to known paleontological resources or fossiliferous geologic formations (i.e., Quaternary Alluvium deposits), the materials being excavated (i.e., native sediments versus artificial fill), and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined adequate by the qualified Paleontologist.</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>MM-PALEO-2: If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation and, if necessary, salvage. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the Paleontologist’s discretion and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.</p>	
		<p>MM-PALEO-3: Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are donated to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Los Angeles County Natural History Museum, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school.</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>MM-PALEO-4: Following the completion of the above measures, the Paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Project Applicant to the lead agency, the Natural History Museum of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures.</p>	
<p>Impact Statement TCR-1: The Project would not result in a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p><i>2. Historical Resources</i></p>			
<p>Impact Statement HIST-1: The Project would demolish the Luxe Hotel, recommended ineligible at the national, State and local levels, and therefore, there would no direct Project impacts on historical resources.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement HIST-2: The Project would not reduce or materially impair the integrity or significance of important historical resources in the Project vicinity such that their eligibility for</p>	<p>Not Applicable</p>	<p>See mitigation measure MM-NOISE-2 regarding construction vibration impacts.</p>	<p>Significant and unavoidable, requires the consent of the property</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>listing on a register of historical resources would be substantially changed. However, during construction indirect vibration impacts on the Petroleum Building have the potential to exceed a vibration threshold should the consent of the property owner not be secured for the installation of continuously operational automated vibrational monitors on the Petroleum Building. Therefore, indirect impacts on the Petroleum Building are conservatively concluded to be significant and unavoidable.</p>			<p>owner of the Petroleum Building to implement the proposed mitigation.</p>
<p>D. GREENHOUSE GAS EMISSIONS</p>			
<p>Impact Statement GHG-1: The Project would generate GHG emissions due to construction and operational activities; however, the net increase in annual GHG emissions, directly and indirectly, would be consistent with the City of Los Angeles LA Green Plan and Sustainable City pLAN. Therefore, as the Project would be consistent with the applicable City’s goals and actions for GHG emissions, GHG emissions and associated impacts would be less than significant.</p>	<p>See PDF-AQ-1 and PDF-AQ-2</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>Impact Statement GHG-2: The Project would be consistent with the AB 32 goals and CARB guidelines for assessing GHG emissions. Further, the Project would include land use characteristics and design features that would be consistent with State, Regional, and Local Regulations for reducing GHG emissions. Therefore, as the Project would be consistent with applicable plans, policies and regulations adopted for the purpose of reducing GHG emissions, impacts regarding greenhouse gas reduction plans would be less than significant.</p>	<p>See PDF-AQ-1</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>E. HAZARDS AND HAZARDOUS MATERIALS</p>			
<p>Impact Statement HAZ-1: Excavation would encounter contaminated soils and abandoned fuel facilities, which if not properly handled in accordance with applicable federal, state, and local regulations, could expose people to contaminants, resulting in a potentially significant impact. Excavation of the Project Site could also pose a risk to construction workers and future building occupants due to soils with pollutant concentrations above federal and state remediation levels. This is considered a potentially significant impact. Lastly, historic business directories suggest land uses often associated with soil contamination were demolished and replaced prior to modern hazardous materials tracking</p>	<p>PDF-HAZ-1: Removal of UST and Associated Piping: The 530-gallon diesel UST and associated piping abandoned in place beneath the existing hotel driveway and landscaped median shall be removed in accordance with the provisions of the Covenant and Agreement recorded with the City on June 21, 2013, including the required permitting, soil sampling and testing, and reporting to the LAFD.</p>	<p>MM-HAZ-1: Soil Management Plan. Because the Project Site contains subsurface contaminants that would be encountered during excavation activities, the Applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan for Contaminated Soils (SMP) during Project design development, which will be submitted to the City of Los Angeles Department of Building and Safety for review and approval prior to the commencement of excavation and grading activities. The SMP shall be implemented during excavation and grading activities on the Project Site to ensure that any contaminated soils are properly identified, excavated, and</p>	<p>Less than Significant after Mitigation</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>requirements and remediation standards. The existing on-site structures prevent soils proposed for excavation from being tested for subsurface contamination. As a result, the potential presence of soil contamination in untested areas of the Project Site is considered a potentially significant impact.</p>		<p>disposed of off-site, as follows:</p> <ul style="list-style-type: none"> ▪ The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes total petroleum hydrocarbons (TPH), volatile organic compounds (VOCs), and semi-volatile organic compounds (SVOCs). During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant, or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the Project Site by a licensed transporter and disposed of at a licensed storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment. 	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<ul style="list-style-type: none"> <li data-bbox="1157 329 1633 889">▪ Prior to the commencement of grading and excavation, the findings of the Phase I Environmental Site Assessment (ESA) for the LUXE City Center Hotel and Summary Report for Limited Soil and Soil Gas Investigation, Luxe Hotel shall be reported to the County of Los Angeles Fire Department Health and Hazardous Materials Division (HHMD), Site Mitigation Unit (SMU) (323-890-4045) and the City of Los Angeles Fire Department (LAFD) for review and comment. The recommendations of the HHMD and LAFD shall be incorporated in the SMP. <li data-bbox="1157 893 1633 1247">▪ A qualified environmental consultant shall be present on the Project Site during grading and excavation activities in the known or suspected locations of contaminated soils or the UST, and shall be on call at other times as necessary, to monitor compliance with the SMP and to actively monitor the soils and excavations for evidence of contamination. <li data-bbox="1157 1250 1633 1451">▪ The diesel underground storage tank (UST), transfer pump, and approximately 200 feet of piping currently abandoned in place under the existing hotel driveway shall be removed in accordance 	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>with the Covenant and Agreement dated June 25, 2013 and Los Angeles Municipal Code (LAMC) Section 57.31.52 (Abandonment of Underground Storage Tanks). As required by LAMC Section 57.31.52, the Applicant shall notify the LAFD prior to tank removal, inert (remove or neutralize any flammable materials and vapors) the UST prior to transport, and establish to the satisfaction of the LAFD that no release of hazardous materials has occurred. The UST shall be properly disposed of by a licensed contractor in accordance with applicable regulations.</p> <ul style="list-style-type: none"> ▪ During the Project’s excavation phase, the Project Applicant shall remove and properly dispose of impacted materials in accordance with the provisions of the SMP. If soil is stockpiled prior to disposal, it will be managed in accordance with the Project’s Storm Water Pollution Prevention Plan, prior to its transfer for treatment and/or disposal. All impacted soils would be properly treated and disposed of in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, as well as applicable requirements of the 	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		California Department of Toxic Substances (DTSC), and Los Angeles Regional Water Quality Control Board (LARWQCB).	
		<p>MM-HAZ-2: Health and Safety Plan. Given the presence of known soil contamination on at least the northern portion of the Project Site, a Health and Safety Plan shall be prepared in compliance with OSHA Safety and Health Standards (29 Code of Federal Regulations 1910.120) and Cal/OSHA requirements (CCR Title 8, General Industry Safety Orders and California Labor Code, Division 5, Part 1, Sections 6300-6719) and submitted for review by the Department of Building and Safety. The Health and Safety Plan would address, as appropriate, safety requirements that would serve to avoid significant impacts or risks to workers or the public in the event that elevated levels of subsurface gases are encountered during grading and excavation. The Health and Safety Plan would also address potential vapor encroachment from the soil contamination from the former gas station into the subterranean levels of the building. Gas monitoring devices would be in place to alert workers in the event elevated gas or other vapor concentrations occur when basement slab demolition or soil excavation is being performed. Contingency</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>procedures would be in place in the event elevated gas concentrations are detected, such as the mandatory use of personal protective equipment, evacuation of the area, and/or increasing ventilation within the immediate work area. Workers would be trained to identify exposure symptoms and implement alarm response. Construction fencing would be installed around development areas to restrict public access from surrounding properties and other Phases of the Project Site, further reduce the potential for contaminated soils to become airborne, and provide additional distance between the public and excavation activities to allow for gas and vapor dilution. The Health and Safety Plan would have emergency contact numbers, maps to the nearest hospital, gas monitoring action levels, gas response actions, allowable worker exposure times, and mandatory personal protective equipment requirements. The Health and Safety Plan would be signed by all workers involved in the demolition and excavation of on-site soils to demonstrate their understanding of the risks of excavation.</p>	
		<p>MM-HAZ-3: Additional Site Testing. The Applicant shall conduct additional subsurface soil and a soil gas sampling and testing in accordance with the</p>	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>recommendations of the <i>Summary Report for Limited Soil and Soil Gas Investigation, Luxe Hotel</i>, prepared by Terra-Petra and dated June 27, 2016. The additional site testing shall be completed in the location of existing on-site structures, subsequent to their demolition and prior to the excavation of soils at these locations. The findings of the soil and soil gas sampling effort shall be documented in a revised Soil and Soil Gas Investigation Report, which shall be submitted to the Los Angeles Department of Building and Safety and Los Angeles Fire Department prior to the commencement of excavation in the location of the former structures. Any additional recommendations pertaining to remediation, public health, and worker safety in the revised Soil and Soil Gas Investigation Report shall be incorporated into an updated Soil Management Plan and Health and Safety Plan.</p>	
<p>Impact Statement HAZ-2: Impacts regarding demolition of the Luxe Hotel building would be less than significant. The identification, handling, removal, and/or disposal of ACMs, LBP and PCBs would be completed in compliance with regulatory requirements, and therefore impacts would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>Impact Statement HAZ-3: The Project is located in LADBS designated Methane Hazard Area (Methane Zone). Methane gas found in soil samples was determined to be of microbial origin and caused by anaerobic microbial degradation of residual gasoline deposits in the subsurface soil, and not of thermogenic origin. With implementation of a methane mitigation system designed in accordance with Division 71 of LAMC Section 91.7104, impacts with regard to methane would be less than significant.</p>	Not Applicable	No mitigation measures are required.	Less than Significant
<p>Impact Statement HAZ-4: Impacts regarding the handling and storage of hazardous materials would be less than significant. The Project would require the use of products for construction and operations that are routinely used in performing everyday household, hotel, and retail activities consistent with regulatory requirements; it would not require the use of hazardous materials beyond these routinely used products.</p>	Not Applicable	No mitigation measures are required.	Less than Significant
<p>Impact Statement HAZ-5: The Project's cumulative impacts, inclusive of impacts from cumulative projects, would be less than significant. The Project would not have significant impacts regarding hazardous materials with the implementation of identified mitigation measures and would not</p>	Not Applicable	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>contribute to cumulative impacts. Implementation of nearby development would be in compliance with regulatory requirements that would avoid significant impacts for those projects.</p>			
F. LAND USE AND PLANNING			
<p>Impact Statement LU-1: The Project, with the approval of the proposed entitlements, would be substantially consistent with and would not substantially impede implementation of adopted land use plans, policies, guidance, and regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts with respect to land use plans, policies, guidelines, and regulations would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
G. NOISE AND VIBRATION			
<p>Impact Statement NOISE-1: Construction activities would increase noise levels at off-site existing and future noise-sensitive receptors in the Project Area in excess of the applicable thresholds. Impacts due to noise from on-site construction activity would be potentially significant at off-site sensitive use locations. Even with implementation of the prescribed mitigation, noise impacts would exceed the applicable thresholds. Thus, construction noise impacts would be significant and unavoidable at the adjacent noise sensitive residential uses.</p>	<p>PDF-NOISE-1: Equipment Noise Control: The Project contractor(s) shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.</p> <p>PDF-NOISE-3: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited no more than five minutes in compliance with applicable California Air Resources Board regulations.</p>	<p>MM-NOISE-1: Temporary noise barriers shall be used to block the line-of-site between the construction equipment and the noise-sensitive receptors during project construction, as follows:</p> <ul style="list-style-type: none"> ▪ Provide a temporary 15-foot tall construction fence equipped with noise blankets capable of achieving sound level reductions of at least 14 dBA between the Project construction site and residential uses (R3) across S. Flower Street during Construction Phase 1. 	<p>Significant and unavoidable construction noise impacts at both the Project and cumulative level.</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement NOISE-2: Project off-site construction traffic would increase noise levels at noise-sensitive uses in the Project area. However, increases to ambient noise levels at residential uses along the haul route would not increase by 5 dBA or more due to construction traffic. Because the noise levels would not exceed the established thresholds, construction traffic noise impacts would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement NOISE-3: Project operational traffic would increase noise levels at off-site noise-sensitive uses in the Project area. However, increases in ambient noise levels due to operational traffic would not exceed the established thresholds. Operational traffic-related noise impacts would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement NOISE-4: Project implementation would increase noise levels at adjacent noise-sensitive receptors in the Project vicinity. However, Project-related operational noise levels would not exceed established thresholds; therefore, noise impacts would be less than significant.	PDF-NOISE-6: Air conditioners, fans, generators, and related equipment will be designed to not to exceed the ambient noise levels by more than five (5) dBA at offsite residential uses.	No mitigation measures are required.	Less than Significant
Impact Statement NOISE-5: Project loading area, refuse collection area, and parking activities would not substantially increase existing noise levels at adjacent noise-sensitive	Not Applicable	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>receptors in the Project area. Therefore, impacts in this regard would be less than significant.</p>			
<p>Impact Statement NOISE-6: Project impacts to on-site noise-sensitive uses would be less than significant. Sound levels for future Project residences would fall within the residential development standards established by the City of Los Angeles with the incorporation of required noise insulation features.</p>	<p>PDF-NOISE-2: On-site construction equipment staging area shall be located as far as feasible from on-site sensitive uses.</p> <p>PDF-NOISE-4: Effective noise barriers will be designed and erected as needed to shield on-site uses from excessive construction-related noise.</p> <p>PDF-NOISE-5: Future on-site residents will be notified prior to purchase/lease that construction is planned within close proximity to on-site residential uses.</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement NOISE-7: Construction activities would result in sporadic, temporary vibration effects which could adversely affect the Petroleum Building. Impacts due to vibration from on-site construction activity would be potentially significant for the Petroleum Building; therefore, implementation of mitigation measures is required.</p>	<p>Not Applicable</p>	<p>MM-NOISE-2: To avoid or minimize potential construction vibration damage to finish materials on the Petroleum Building, the condition of such materials shall be documented by a qualified preservation consultant, prior to initiation of construction. During construction, the contractor shall install and maintain at least two continuously operational automated vibrational monitors on the Petroleum Building. The monitors must be capable of being programmed with two predetermined vibratory velocities levels: a first-level alarm equivalent to a 0.45 inches per second at the face of the building and a regulatory alarm level equivalent to 0.5 inches per</p>	<p>Significant and unavoidable, requires the consent of the property owner of the Petroleum Building to implement the proposed mitigation, which is beyond the control of the Applicant.</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<p>second at the face of the building. The monitoring system must produce real-time specific alarms (via text message and/or email to on-site personnel) when velocities exceed either of the predetermined levels. In the event of a first-level alarm, feasible steps to reduce vibratory levels shall be undertaken, including but not limited to halting/staggering concurrent activities and utilizing lower-vibratory techniques. In the event of an exceedance of the regulatory level, work in the vicinity shall be halted and the Petroleum Building visually inspected for damage. Results of the inspection must be logged. In the event damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant, and if warranted, in a manner that meets the Secretary of the Interior's Standards.</p>	
<p>Impact Statement NOISE-8: Project construction and operation would not generate excessive vibration levels at nearby sensitive receptor locations. Thus, temporary construction-related vibration and long-term vibration impacts would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
H. POPULATION, HOUSING, AND EMPLOYMENT			
<p>Impact Statement PH-1: The Project’s construction phase would have no impact on the supply of housing units or population growth. Construction activities would create work for construction workers that would be drawn from an existing regional pool of existing workers. The short-term employment opportunities would contribute to the local and regional economy. Impacts from construction activity would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement PH-2: The Project would create new housing units and generate new employment opportunities. The Project’s contributions to housing, population and employment would be consistent with SCAG’s short-term and long-term growth projections for the Community Plan area and the City of Los Angeles, and would help the City meet or exceed its housing objectives per the General Plan Housing Element, and housing allocation established in the SCAG RHNA. Impacts regarding the relationship of the Project to SCAG growth projections would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement PH-3: The Project represents a mixed-use development that would add residential, hotel and commercial uses to the</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>Downtown/South Park area. The types and amounts of development would be consistent with those anticipated in applicable policies and growth projections.</p>			
<p>Impact Statement PH-4: The Project is an infill development in an urban area with an established infrastructure system. The Project would add no new infrastructure other than that needed to serve the Project Site. Impacts regarding unplanned growth due to the provision of new infrastructure would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement PH-5: Cumulative growth would be consistent with long-term planned growth within the Central City Community Plan area and longer term SCAG growth projections used for planning future services and infrastructure. The cumulative projects considered in the analysis of cumulative development represent a broad array of residential, hotel, retail, and entertainment developments that support the policies of the Central City Community Plan and Central City Redevelopment Plan. Cumulative impacts regarding consistency with SCAG projections would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>
<p>Impact Statement PH-6: The cumulative development would provide a mix of uses that supports encouraged</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>growth in the Downtown area in a balanced manner. The development would enhance the Downtown area as the high density, focal center of Los Angeles best served by public transit. It would provide needed housing and bring the jobs/housing ratio into closer alignment with the regional jobs/housing ratio and reflect a regional development pattern that support reductions in vehicle miles traveled. The types and amounts of development would be consistent with those anticipated in applicable policies and growth projections. The cumulative development would infill the Downtown area utilizing existing infrastructure, improved if needed to accommodate already proposed development.</p>			
<p>I. PUBLIC SERVICES</p>			
<p><i>1. Fire Protection</i></p>			
<p>Impact Statement FIRE-1: The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service due to compliance with State and City regulatory requirements and guidelines that address emergency response times, emergency access, fire flow, and fire safety as well as the implementation of Project Design Feature related to construction traffic management and Mitigation Measure MM-FIRE-1 related</p>	<p>See PDF-TRAF-1</p>	<p>MM-FIRE-1: Fire Hydrant. Based on an assessment of LAFD requirements, at least one new fire hydrant will be required to serve the Project. Prior to the construction of the Project, the Applicant shall provide the LAFD specifications, including but not limited to, the number and placement of fire hydrants for each phase of the Project pursuant to Division 9, Section 57.09.06 of the Fire Code. The number, placement</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
to LAFD requirements for hydrant specifications. Impacts would be less than significant.		of new hydrant(s), and associated specifications, shall be subject to LAFD review and approval, with installation of such improvements undertaken by LADWP as part of Project Site preparation activities.	
Impact Statement FIRE-2: The Project's contribution to impacts on fire services would not be cumulatively considerable. As with the cumulative projects the Project would be required to meet applicable LAFD and Fire Code requirements, including those associated with fire flow, site design and site access. Cumulative impacts would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
<i>2. Police Protection</i>			
Impact Statement POL-1: Impacts on emergency access and police protection services during construction would be less than significant. Construction activities would be carried out pursuant to a construction management plan that would address construction-related traffic and security measures would be incorporated during construction including controlled access to the Project Site, private security, and security lighting.	See PDF-TRAF-1	MM-POL-1: Prior to the occupancy of the Project, the Applicant shall provide the Central Area Commanding Officer with a diagram of each portion of the property, including access routes, and additional information to facilitate potential LAPD responses.	Less than Significant
Impact Statement POL-2: The Project would add Site population and activities that could require police responses. However, Project security features	Not Applicable	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>including, among other provisions, Close Circuit Television systems (CCTV), restriction of access to non-public areas by electronically controlled and locking access cards, controlled access to parking structures, and 24-hour on-site security, including four to five private security staff. A Site design intended to enhance on-site safety, would also reduce the need for additional police services or the provision of new police facilities. Impacts on police protection services would be less than significant.</p>			
<p>Impact Statement POL-3: Cumulative projects would contribute to the demand for police services; although demand would be reduced through provision of security features on a project-by-project basis, contributions to the South Park BID, and revenues to the City applied to support police services. The Project would incrementally increase the need for police services, but even in light of cumulative projects, it is not expected to require construction of an expanded or new police station, construction of which would result in significant impacts on the environment. The Project's incremental contribution to demand on police services would not be cumulatively considerable and cumulative impacts associated with the Project would be less than significant.</p>	<p>Not Applicable</p>	<p>No mitigation measures are required.</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<i>3. Libraries</i>			
Impact Statement LIB-1: Construction workers would come from an existing labor pool and would not require notable relocation of population within the vicinity of any one library. There are no libraries adjacent to the Project Site that would be impacted by Project construction. Impacts on library services due to Project construction would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement LIB-2: The Project would increase the residential population in the Project area, which would increase demand for library services. However, there is sufficient capacity to accommodate that demand through the libraries serving the Project. Impacts on library services would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement LIB-3: Cumulative growth in the Project area would increase the number of people utilizing the six LAPL libraries serving the Project area. However, even if significant cumulative impacts were to occur, the Project's contribution to these impacts would not be cumulatively considerable because the Project's net new residential population would be served by the Central Library and Pico Union Branch Library which are most proximate to the Project Site and have ample capacity to serve the Project and cumulative	Not Applicable	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
projects. Cumulative impacts on library services would be less than significant.			
<i>4. Parks and Recreation</i>			
Impact Statement PRK-1: Impacts due to construction would be less than significant. There are no parks in the vicinity of the Project Site that would be affected by Project construction.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statements PRK-2: The Project would add new residential population to the Project area, which would increase the demand for park services. The Project would include recreation amenities and open space that would reduce the use of parks by residents, but would not meet the City's long-range standard of ten acres of parkland per 1,000 residents or the short-range standard of two acres per 1,000 residents. However, through compliance with applicable regulatory requirements of the LAMC, impacts on parks and recreation would be less than significant.	Not Applicable	No mitigation measures are required.	Less than Significant
Impact Statement PRK-3: The Project would include the development of on-site recreational amenities and open space. However, these recreational amenities and open space would be developed on or within the proposed buildings or on the ground level of the between the proposed buildings and the Project Site boundary. Impacts would	Not Applicable	No mitigation measures are required.	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
be less than significant.			
J. TRANSPORTATION AND TRAFFIC			
<p>Impact Statement TRAF-1: With the implementation of PDF-TRAF-1, Construction Management Plan, potential construction impacts associated with hauling, deliveries, lane closures, and worker vehicles would be reduced through scheduling, traffic controls, notification, and safety procedures to ensure that the Project would not result in: substantial disruption of traffic flow, intersection operational impacts, conflicts with pedestrians and/or bicyclists, the loss of on-street parking, or conflicts with construction of My Figueroa Project, Los Angeles Streetcar Project, and existing Metro operations. Any temporary relocation of bus stops would not exceed one-quarter mile distance from the Project Site. Transportation and parking impacts related to construction would be less than significant.</p>	<p>PDF-TRAF-1: Construction Management Plan: Prior to the issuance of a building permit for the Project, a detailed Construction Management Plan including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate:</p> <ul style="list-style-type: none"> ▪ Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation. ▪ Prohibition of construction worker or equipment parking on adjacent streets. ▪ Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Figueroa Street, Flower Street, Olympic Boulevard and 11th Street, to ensure traffic safety on public rights of way. 	<p>No mitigation measures are required.</p>	<p>Less than significant Project-related construction traffic impacts.</p> <p>Significant and unavoidable cumulative construction traffic impacts due to the number of cumulative projects in the area and the potential overlap of development.</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	<p>These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety at the Project Site's Figueroa Street, Flower Street, and Olympic Boulevard driveways.</p> <ul style="list-style-type: none"> ▪ Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men). Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets. ▪ Potential sequencing of construction activity for Phase 1 and Phase 2 of the Project to reduce the amount of construction-related traffic on arterial streets. ▪ Contain construction activity generally within the Project Site boundaries. ▪ Construction-related vehicles/equipment shall not park on surrounding public streets. ▪ Coordination with LADOT to address any overlapping of construction with the My Figueroa Project and Los Angeles Streetcar Project. ▪ Coordination with Metro to address any construction near the railroad ROW. ▪ Safety precautions for pedestrians and bicyclists through such measures as alternate routing on the south side of 		

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	<p>11th Street, the north side of Olympic Boulevard, and east side of Flower Street, a pedestrian canopy along Figueroa Street, and protection barriers/fencing along Figueroa Street, 11th Street, Flower Street, and Olympic Boulevard shall be implemented as appropriate.</p> <ul style="list-style-type: none"> ▪ Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible. 		
<p>Impact Statement TRAF-2: The Project would have a less than significant impact on study intersections under Existing With Project Conditions – Phase 1. Under Existing With Project Conditions – Full Buildout, the Project would have significant impacts at two study intersections (Intersection Nos. 13 and 30) during the PM peak hours. Under Future With Project Conditions (both Phase 1 and Full Buildout) the Project would have a significant impact at four study intersections (intersection Nos. 12, 13, 19, 30) during the AM and/or PM peak hours.</p>	<p>Not Applicable</p>	<p>MM-TRAF-1: The Applicant shall implement a comprehensive Transportation Demand Management (TDM) Program to promote non-auto travel and reduce the use of single-occupant vehicle trips. The TDM Program shall be subject to review and approval by the City Department of Planning and LADOT. The exact measures to be implemented shall be determined when the Program is prepared, prior to issuance of a final certificate of occupancy for the Project. The TDM Program shall include design features, transportation services, education programs, and incentive programs intended to reduce the impact of traffic from employees of and visitors to the Project during the most congested time periods of the day. The strategies in the TDM Program can include, but are not necessarily limited to the following:</p>	<p>Significant and Unavoidable under Future with Project with Mitigation Conditions (Year 2020) and under Future with Project with Mitigation Conditions (Year 2023) at three intersections (intersection Nos. 12, 13, and 19) during the AM and/or PM peak hours.</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		<ul style="list-style-type: none"> ▪ Transportation Information Center, educational programs, kiosks and/or other measures ▪ Promotion and support of carpools and rideshare ▪ Bicycle amenities such as racks and showers ▪ Guaranteed ride home program ▪ Flexible or alternative work schedules ▪ Incentives for using alternative travel modes ▪ Parking incentives and administrative support for formation of carpools/vanpools ▪ On-Site TDM Coordinator ▪ Contribution to the City’s Bicycle Plan Trust Fund for implementation of bicycle improvements in the Project area ▪ Mobility hub support 	
		<p>MM-TRAF-2: The Applicant shall implement the following physical roadway improvement that can be provided within the existing right-of-way:</p> <ul style="list-style-type: none"> ▪ <u>Intersection No. 30, Grand Avenue/17th Street/I-10 Westbound On-Ramp.</u> Restripe 	

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		along 17th Street to provide an additional westbound through lane. The resulting westbound approach would consist of one shared left-through lane and two through lanes. This improvement would require the removal of four unmetered parking spaces along the south side of 17th Street.	
<p>Impact Statement TRAF-3: The Project would not meet the minimum peak hour trip numbers at the CMP arterial monitoring station and therefore would not result in an intersection V/C ratio of 0.02 or greater. Although the Project would not meet the minimum peak hour trip numbers at freeway monitoring stations, additional CMP analysis determined the Project would not exceed the V/C ratio of 0.02 at the four freeway monitoring stations. Therefore, impacts to regional transportation systems are considered to be less than significant.</p>	Not Applicable	No mitigation measures are required	Less than Significant
<p>Impact Statement TRAF-4: Although the maximum ridership may exceed capacity along a specific local route (i.e., Metro Local 66 and LADOT DASH D and F) during the AM and PM peak hours, transit ridership generated by the Project would not exceed the residual capacity of the Project area's transit lines under Phase 1 (Year 2020) or Full Buildout (Year 2023) conditions. Therefore, impacts with respect to</p>	Not Applicable	No mitigation measures are required	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>regional transit capacity would be less than significant. The Project would not conflict with adopted policies, plans, or programs supporting alternative transportation, since development would be concentrated in the Downtown Center near public transit, would provide pedestrian and bicycle amenities, and would implement a Transportation Demand Management Program as Mitigation Measure MM-TRAF-1. Therefore, impacts in this regard would be less than significant.</p>			
<p>Impact Statement TRAF-5: Site access would be provided from 11th Street, Flower Street, and Olympic Boulevard that would be designed based on LADOT standards that would accommodate right-turn-only ingress/egress vehicular movements and not impede traffic movements on City streets. The existing network of traffic lanes, public sidewalks and pedestrian crosswalks would be maintained and sidewalks fronting the Project Site, along Figueroa Street, 11th Street, Flower Street, and Olympic Boulevard, would be widened. Furthermore, the public plaza would enhance pedestrian access to the Site. In addition, the Project would provide separated access for pedestrian and vehicular traffic and no safety or operational impact relative to bicycle traffic is anticipated. Therefore, impacts with respect to vehicular, pedestrian,</p>	<p>Not Applicable</p>	<p>No mitigation measures are required</p>	<p>Less than Significant</p>

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
and bicycle access would be less than significant.			
Impact Statement TRAF-6: Pursuant to SB 743 (CEQA Statute Section 21099(d)(1)), parking impacts of a mixed-use residential project in an infill transit priority area are not considered significant. However, the Project would provide vehicle and bicycle parking sufficient to meet LAMC requirements and would not result in significant environmental effects related to parking. Therefore, impacts related to parking would be considered less than significant notwithstanding the provisions of SB 743.	Not Applicable	No mitigation measures are required	Less than Significant
I. UTILITIES AND SERVICE SYSTEMS			
<i>1. Water Supply</i>			
Impact Statement WS-1: Construction impacts regarding the consumption of water resources would be less than significant. Project construction would require only intermittent use of water resources over a limited time duration.	Not Applicable	No mitigation measures are required	Less than Significant
Impact Statement WS-2: Impacts of Project operations on the supply of water would be less than significant. The Project includes a large number of water conservation features that would reduce the demand for water resources. The use of water for Project activities is accounted for within the LADWP's water	PDF-WS-1: Water Conservation Features: The Project shall provide the following specific water efficiency features: <ul style="list-style-type: none"> ▪ High Efficiency Toilets with flush volume of 1.0 gallons of water per flush ▪ High Efficiency Clothes Washers (Residential) – water savings factor of 4.0 	No mitigation measures are required	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
<p>demand projections and their WSA finding that there would be sufficient water supplies to serve the Project pursuant to the UWMP. Sufficient water infrastructure to serve the Project is available within the roadway right-of-ways adjacent to the Project Site.</p>	<p>or less</p> <ul style="list-style-type: none"> ▪ Lavatory Faucet with flow rate of 1.2 gallons per minute or less for Residential Units and Hotel Rooms ▪ Kitchen Faucets with flow rate of 1.5 gallons per minute or less for Residential Units, Hotel Rooms, and Retail/Commercial ▪ Showerheads with flow rate of 1.5 gallons per minute or less ▪ Showerheads – no more than one showerhead per stall ▪ Efficient Rotor Sprinkler Nozzles for Landscape Irrigation – <1.0 gallons per minute ▪ Weather Based Irrigation Controller ▪ Drought Tolerant Plants – 70% of total landscaping ▪ High Efficiency Clothes Washers (Commercial) – water savings factor of 7.5 or less ▪ Domestic Water Heating System located close proximity to point(s) of use ▪ Cooling Tower Conductivity Controllers or Cooling Tower pH Conductivity Controllers ▪ Water-Saving Pool Filter ▪ Drip/ Subsurface Irrigation 		

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	<ul style="list-style-type: none"> ▪ Proper Hydro-zoning/ (groups plants with similar water requirements together) ▪ Landscaping Contouring to minimize precipitation runoff ▪ Artificial Turf ▪ Water Conserving Turf Cynodon Dactylon (Tifgreen) ▪ Rainwater Harvesting 		
2. Wastewater			
<p>Impact Statement WW-1A: The Project would generate a negligible amount of wastewater during construction. Therefore, construction impacts on wastewater would be less than significant.</p>	Not Applicable	No mitigation measures are required	Less than Significant
<p>Impact Statement WW-1B: The Project would generate an increase in wastewater that could be accommodated in the existing system. The existing wastewater system is not constrained or at capacity and there is sufficient capacity to accommodate the Project. Therefore, impacts on wastewater during operation would be less than significant.</p>	Not Applicable	No mitigation measures are required	Less than Significant
<p>Impact Statement WW-2: The Project would not generate wastewater flows in an amount that would substantially or incrementally exceed the future</p>	Not Applicable	No mitigation measures are required	Less than Significant

Table ES-1 (Continued)

Summary of Project Impacts, Project Design Features, and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
scheduled capacity of the system. Therefore, wastewater impacts during operation would be less than significant.			

