

1.0 INTRODUCTION/SUMMARY

1.1. PURPOSE

The City of Los Angeles (the “City”) prepared this Final Environmental Impact Report (“Final EIR”) to evaluate the environmental impacts of the Baldwin Hills Crenshaw Plaza Master Plan Project (the “Proposed Project”).

This Final EIR consists of the January 2016 Revised Draft Environmental Impact Report (the “Revised Draft EIR”) and the December 2014 Draft Environmental Impact Report (the “Draft EIR”), which are incorporated by reference; comments on the Revised Draft EIR received during its public comment period, which ran from January 28, 2016 through March 14, 2016, a total of 47 days; comments on the Draft EIR received during its public comment period, which ran from December 18, 2014 through February 17, 2015, a total of 62 days; written responses to the comments received during both public comment periods; and changes to the text of the Revised Draft EIR and Draft EIR.

The City prepared this Final EIR pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code, Section 21000, et seq.) and in accordance with the *Guidelines for the Implementation of the California Environmental Quality Act* (“State CEQA Guidelines”; California Code of Regulations, Title 14, Section 15000, et seq.). The State CEQA Guidelines require the City to prepare an EIR for any project that may have a significant impact on the environment. Upon preliminary review, the City, as the Lead Agency, determined that the Proposed Project (as defined below) may have significant effects on the environment. Consequently, this Final EIR was prepared, as required by the State CEQA Guidelines, Section 15089. The purpose of this Final EIR is to inform decision makers and the public of any significant environmental impacts that may be associated with the construction, and operation of the Proposed Project. The Final EIR also incorporates mitigation measures for Proposed Project implementation. A Mitigation Monitoring Program (MMP) is included in **Section 4.0, Mitigation Monitoring Program**, of this Final EIR.

1.2. PROJECT SUMMARY

Capri Urban Baldwin, LLC and Capri Urban Crenshaw, LLC, collectively the Project Applicants, are proposing to modernize and redevelop the existing Baldwin Hills Crenshaw Plaza development (the “Proposed Project”). The roughly triangular-shaped Project Site is approximately 43 acres in size and is bordered by 39th Street on the north, Crenshaw Boulevard on the east, Stocker Street on the south, and Santa Rosalia Drive and Marlton Avenue on the west. The Project Site is located within the West Adams–Baldwin Hills–Leimert Community Plan as well as the Crenshaw Redevelopment Project Area.

The Project Site currently contains approximately 1.02 million square feet of various types of commercial development. The Proposed Project would add a total of approximately 2.06 million square feet of development to the Project Site, which would consist of approximately 820,000 square feet of commercial development and 961 residential units (totaling approximately 1.235 million square feet of residential development). The new uses to be added to the Project Site include approximately 331,838 square feet of retail and related commercial uses; an approximately 346,500-square-foot, hotel providing up to 400 rooms; approximately 143,377 square feet of office uses; and a total of up to 961 residential units, consisting of 551 residential condominium units and 410 apartment units.

The Proposed Project combines the retention of the existing mall building, a stand-alone movie theater building, and two free-standing buildings occupied by commercial uses, with new development that creates a pedestrian-oriented mixed-use development. The new commercial uses proposed for development include a Retail Village located around the northwest corner of Stocker Street and Crenshaw Boulevard with pedestrian access available from both Crenshaw Boulevard and Stocker Street; a hotel located to the south of the Retail Village and existing mall building; an office building at the northern edge of the Project Site at the southwest corner of Crenshaw Boulevard and 39th Street; and street front retail uses along Crenshaw Boulevard, Martin Luther King Jr. Boulevard, and Marlton Avenue. The Proposed Project also introduces residential uses to a previously commercial-only site, with residential apartments located within the southwest corner of the Project Site along Santa Rosalia Drive and Marlton Avenue and residential condominium and apartment units located above the street front retail uses in the portion of the Project Site located north of Martin Luther King Jr. Boulevard.

The Applicants for the Proposed Project, following the close of the Draft EIR public circulation period on February 17, 2015, revised the design of one of the Proposed Project's six development areas. Specifically, the area proposed for development within Development Area 1 – Retail and Entertainment Area (hereafter referred to as the Retail Village) was modified to retain an existing building (Outbuilding B) which was proposed for demolition and replacement with new construction in the Draft EIR. To accommodate this change the proposed design for the Retail Village was modified. This redesign resulted in the following two changes to the Proposed Project: (1) reduction in the amount of building demolition from 90,898 square feet to 77,933 square feet, and (2) reduction in the amount of on-site parking spaces from a total of 6,957 parking spaces to 6,829 parking spaces, a reduction of 128 parking spaces. No other changes to the Proposed Project that was analyzed in the Draft EIR occurred.

The Applicants for the Proposed Project, following the close of the Revised Draft EIR public circulation period on March 14, 2016, reduced the maximum height for the proposed office and hotel buildings. Under the currently Proposed Project, the maximum building height of the proposed office building was reduced from 145 feet to 135 feet (10 stories), whereas, the maximum building height for the proposed

hotel was reduced from 135 feet to 94 feet (8 stories). The difference in height between the office and hotel buildings results from a combination of the difference in the number of stories and greater floor-to-floor heights within the office building. The Proposed Project's building height map has been revised to reflect these reductions in building height and is presented in **Figure 1, Proposed Building Heights**, on the following page. No other changes to the Proposed Project that was analyzed in the Revised Draft EIR has occurred.

This Proposed Project would require the following City approvals:

1. General Plan Amendment to amend the West Adams–Baldwin Hills–Leimert Community Plan to allow Height District 2 in the Regional Commercial land use designation, including the Project Site.
2. Zone Change with regard to the following:
 - Amend the Project Site's existing "Q" condition requiring parking for commercial and office uses to be provided at a rate of 3 spaces per 1,000 square feet within a small area at the northwest corner of the Project Site to instead require parking to be provided at a rate of 2 spaces per 1,000 square feet, consistent with the parking requirements applicable to the majority of the Project Site, and
 - Amend the existing "D" limitation on parcels within the Project Site which restricts the allowable floor area to 3:1 for individual structures on the Project Site, but to 1.5:1 in aggregate across the entire Project Site. The Project Applicants are requesting a floor area ratio of 3:1 with floor area to be averaged across the entire Project Site as a unified development;
3. Zoning Administrator's Determination for Shared Parking;
4. Conditional Use to permit Parking Reduction for Transit-Proximate Uses;
5. Vesting Tentative Map to subdivide the Project Site and approve condominium uses;
6. Conditional Use to permit floor area averaging for a unified development;
7. Site Plan Review;
8. Development Agreement;
9. Haul route approval; and
10. Other actions from local, regional, and state agencies that may be required to implement the Proposed Project.

1.3. ORGANIZATION OF FINAL EIR

As required by the State CEQA Guidelines, Section 15132, the Final EIR consists of the following elements:

- 1.0 Introduction/Summary. This section provides the purpose of the Final EIR, project description summary, a description of the Revised Draft EIR and Draft EIR review and decision making process, a summary of the alternatives analyzed in the Draft EIR, and a summary of Proposed Project impacts, a listing of mitigation measures and the conclusion of Proposed Project impacts after implementation of the Proposed Project's mitigation measures.
- 2.0 Corrections and Additions to the Revised Draft EIR and Draft EIR—This section provides a list of revisions that have been made to the Revised Draft EIR and the Draft EIR for the Proposed Project, based on comments received from the public and agencies.
- 3.0 Responses to Comments - This section provides a table summary of the parties that commented on the Revised Draft EIR and the Draft EIR and their respective areas of concern. This table is followed by two Topical Responses that have been prepared which provide comprehensive responses for specific issues that have been raised in multiple comment letters and e-mails. The Topical Responses are then followed by verbatim numbered comments and corresponding numbered responses to each of the comments. The summary table in this section serves as a list of persons, organizations, and public agencies commenting on the Draft EIR as required by CEQA.
- 4.0 Mitigation Monitoring Program (MMP) - This section provides the full MMP for the Proposed Project. The MMP lists project design features and mitigation measures by environmental topic, and identifies for each of the features and measures the applicable enforcement agency, monitoring agency, monitoring phase, monitoring frequency, and action indicating compliance.

This Final EIR also includes the following appendices that provide additional information and analyses for use in the responses to comments.

Appendix A: Revised Draft EIR and Draft EIR Comment Letters

Appendix B: Wastewater System Gauging Study

1.4. DECISION-MAKING PROCESS

The City is the Lead Agency for this Final EIR because it has the principal responsibility for approving and implementing the Proposed Project. The City will use the Final EIR in its decision-making process to consider the environmental effects of this Proposed Project in determining whether or not to proceed. The State CEQA Guidelines (Section 15090(a)) require that the City certify that:

- The Final EIR was completed in compliance with CEQA;
- The Final EIR was presented to the City in a public meeting and the City reviewed and considered the information contained in the Final EIR prior to considering the Proposed Project; and
- The Final EIR reflects the City's independent judgment and analysis.

In conjunction with certification of the Final EIR, the City must prepare one or more written findings of fact for each significant environmental impact identified in the document. These findings must either state that:

- The Proposed Project was changed (including adoption of mitigation measures) to avoid or substantially reduce the magnitude of the impact;
- Changes to the Proposed Project are within another agency's jurisdiction and have been or should be adopted; or
- Specific considerations make mitigation measures or alternatives infeasible.

For impacts identified in the Final EIR as significant and unavoidable, the City must issue a Statement of Overriding Considerations as part of the Final EIR certification process if specific social, economic, or other factors justify the Proposed Project's unavoidable significant adverse environmental effects.

If the City decides to approve the Proposed Project and certifies this Final EIR, the City will subsequently issue a Notice of Determination (NOD).

1.5. SUMMARY OF PUBLIC REVIEW PROCESS

On October 2, 2008, the City of Los Angeles circulated a Notice of Preparation (NOP) of an EIR for review and comment by the public as well as responsible and reviewing agencies. The 30-day NOP review period ended on November 3, 2008. A scoping meeting was held on October 15, 2008, during the NOP review period, during which a summary presentation of the Proposed Project was provided to the public and agencies.

The purpose of public and agency review of the NOP is to assist in identifying potential environmental effects of the Project to assist the lead agency in:

- focusing the EIR on the effects determined to be potentially significant;

- identifying the effects determined not to be significant;
- explaining the reasons for determining that potentially significant effects would not be significant; and
- identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project’s environmental effects.

During the 30-day NOP comment period, a total of eight written comment letters were received from government agencies. Oral comments were also provided at the Proposed Project’s scoping meeting held during the NOP public review period. The City, as lead agency, considered each of these comments in determining the scope of the Draft EIR in accordance with CEQA.

The Revised Draft EIR and Draft EIR include text and appendices, including a detailed analysis of impacts for the following environmental issues:

- | | |
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| • Aesthetics and Visual Resources | • Population, Housing, and Employment |
| • Light, Glare, and Shading | • Public Services - Fire Protection |
| • Air Quality | • Public Services - Police |
| • Greenhouse Gas Emissions | • Public Services - Schools |
| • Historical Resources | • Public Services – Recreation and Parks |
| • Archaeological and Paleontological Resources | • Public Services - Libraries |
| • Geology and Soils | • Transportation and Circulation |
| • Hazards and Hazardous Materials | • Public Utilities - Wastewater |
| • Hydrology and Surface Water Quality | • Public Utilities - Water Supply |
| • Land Use and Planning | • Public Utilities - Solid Waste |
| • Noise | • Public Utilities - Energy |

A summary of public involvement opportunities during the CEQA process is provided below. A list of persons, organizations, and public agencies commenting on the Revised Draft EIR and Draft EIR and responses to the comments received are provided in **Section 3.0, Responses to Comments**, of this Final EIR.

1.6. PUBLIC REVIEW AND NOTICE OF COMPLETION

On December 18, 2014, a notification of the release of the Draft EIR was published by the City in the Los Angeles Times newspaper notifying interested parties of the availability of the Draft EIR for the Project. This notice was also mailed to government agencies, interested parties, and owners and occupants

residing within 500 feet of the Project Site. The notice included information on how to access the Draft EIR.

A Notice of Completion (NOC) was submitted on December 18, 2015, to the State Clearinghouse. The Draft EIR was available for public review for 62 days, until February 17, 2015, which exceeded the City's typical 45-day comment period.

On January 28, 2016, a notification of the release of the Revised Draft EIR was published by the City in the Los Angeles Times newspaper notifying interested parties of the availability of the Revised Draft EIR for the Project. This notice was also mailed to government agencies, interested parties, entities that commented on the Draft EIR, and owners and occupants residing within 500 feet of the Project Site. The notice included information on how to access the Revised Draft EIR. A NOC was also submitted on January 28, 2016, to the State Clearinghouse. The Revised Draft EIR was available for public review for 47 days, until March 14, 2016.

The City informed the public and agencies that written comments on the Revised Draft EIR and Draft EIR could be submitted by mail, email, and in person to the City's Planning Department. The comments received by the City during the public review period for the Revised Draft EIR and the Draft EIR are provided in this Final EIR along with responses to comments in **Section 3.0, Responses to Comments**.

EIR Information and Review Sites

The Final EIR for the Project was distributed directly to entities making comments on the Revised Draft EIR and the Draft EIR. The Final EIR, Revised Draft EIR, and Draft EIR are available for review at the following locations:

1. City of Los Angeles, Department of City Planning, 200 N. Spring Street, Room 750, Los Angeles, CA 90012
2. Los Angeles Central Library, 630 West 5th Street, Los Angeles, CA 90071
3. Baldwin Hills Branch Library, 2906 S. La Brea Avenue, Los Angeles, CA 90016
4. Jefferson - Vassie D. Wright Memorial Branch Library, 2211 W. Jefferson Boulevard, Los Angeles, CA 90018
5. Angeles Mesa Branch Library, 2700 W. 52nd Street, Los Angeles, CA 90043

In addition, the Final EIR, Revised Draft EIR, and Draft EIR are available on the City's website at <http://planning.lacity.org>.

1.7. SUMMARY OF ALTERNATIVES

Section V of the Draft EIR analyzed five alternatives to the Proposed Project in detail, which include: (1) No Project Alternative (Continuation of Existing On-Site Use); (2) Existing Zoning; (3) 25 Percent Reduced Project Alternative; (4) 50 Percent Reduced Project Alternative; and (5) Land Use Alternative.

Alternative 1: No Project Alternative (Continuation of Existing On-Site Use)

Alternative 1 assumes that the Proposed Project would not be developed and that existing land uses within the Project Site would remain unchanged (i.e., no new development and no changes to the existing site except for normal ongoing maintenance and updates). Thus, Alternative 1 would produce no change to the existing physical condition and use of the Project Site. The existing Baldwin Hills Crenshaw Plaza would continue to occupy the Project Site and would remain operational. As discussed in Section II, Project Description, of the Revised Draft EIR, the Project Site is currently developed with approximately 1,016,741 square feet of retail, restaurant, and commercial floor area.

Alternative 2: Existing Zoning

The purpose of this Alternative is to identify the environmental impacts of development at the Project Site to the maximum level permitted by the Project Site's existing zoning. Based on the existing allowable FAR of 1.5, a total of 2,748,621 square feet of development could occur at the Project Site. This amount of development is 324,335 square feet less than that of the Proposed Project (i.e., an approximately 11 percent reduction in floor area), but an increase of 1,731,880 square feet over existing conditions. Thus, the development program analyzed under Alternative 2 is reduced proportionately for each of the Proposed Project's proposed land uses. The existing on-site uses that would remain under the Proposed Project would also remain under Alternative 2. New development under Alternative 2 would include approximately 279,496 square feet of retail/restaurant uses, 120,762 square feet of office space, a 337 room hotel totaling approximately 291,845 square feet, and 809 new dwelling units (464 condominiums and 345 apartments) totaling approximately 1,039,777 square feet.

Alternative 3: 25 Percent Reduced Project Alternative

A reduction in overall Proposed Project development would occur under the 25 Percent Reduced Project Alternative. Under Alternative 3, total on-site development (including existing development) would be approximately 2,558,903 square feet, compared to 3,072,956 square feet with the Proposed Project. Each component of Proposed Project development would be reduced proportionately under this alternative. The existing on-site uses that would remain under the Proposed Project would also remain under Alternative 3. New development in Alternative 3 would include approximately 248,879 square feet of retail/restaurant uses, 107,633 square feet of office space, a 300-room hotel totaling approximately

259,875 square feet, and 721 new dwelling units (413 condominiums and 308 apartments) totaling approximately 925,875 square feet.

Alternative 4: 50 Percent Reduced Project Alternative

A reduction in overall Proposed Project development would occur under the 50 Percent Reduced Project Alternative. Under Alternative 4, total on-site development (including existing development) would be approximately 2,044,849 square feet, compared to 3,072,956 square feet with the Proposed Project. Each component of Proposed Project development would be reduced proportionately under Alternative 4. New development in Alternative 4 would include approximately 165,919 square feet of retail/restaurant uses, 71,689 square feet of office space, a 200-room hotel totaling approximately 173,250 square feet, and 481 new dwelling units (276 condominiums and 205 apartments) totaling approximately 617,250 square feet.

Alternative 5: Land Use Alternative

The Land Use (Residential to Office Conversion) Alternative would result in approximately the same level of overall development as the Proposed Project, but would replace 74 residential units proposed for the southern portion of the Project Site with 99,719 square feet of office space, as described on page V-11 of the Draft EIR. All other land use components would be the same as with the Proposed Project.

Environmentally Superior Alternative

The State CEQA Guidelines require the identification of an environmentally superior alternative to the Proposed Project and, if the environmentally superior alternative is the “No Project Alternative,” the identification of an environmentally superior alternative from among the remaining alternatives. An environmentally superior alternative is an alternative to the Proposed Project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the Proposed Project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the Proposed Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Proposed Project, and on a comparison of the remaining environmental impacts of each alternative. Through the comparison of the environmental characteristics and potential impacts of each of the alternatives, the No Project Alternative (Alternative 1) would be the environmentally superior alternative, as Alternative 1 would have less impact relative to the Proposed Project than the other evaluated alternatives. CEQA requires that when the No Project Alternative is the environmentally superior alternative, another alternative needs to be selected as environmentally superior. In accordance with this requirement, the 50 Percent Reduced Project

Alternative (Alternative 4) would be the environmentally superior alternative, as Alternative 4, with half the development of the Proposed Project, would have incrementally fewer impacts for those issues where the amount of development defines the impact, including impacts to traffic, air quality, public services, utilities, population and housing, and operational noise. Although Alternative 4 would not meet all of the basic objectives of the Proposed Project, the 50 Percent Reduced Project Alternative would, nonetheless, partially achieve most of the Proposed Project objectives. It should be noted that, other than the No Project Alternative, none of the alternatives would eliminate the significant, unavoidable impacts related to air quality or reduce noise to levels that are less than significant.

1.8. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Section I, Introduction/Summary, and Section III, Corrections and Additions of the Revised Draft EIR and Section IV, Environmental Impact Analysis, of the Draft EIR provide detailed analyses of the potential environmental impacts of the Proposed Project. **Table 1.0-1, Summary of Project Impacts**, which starts on the following page, provides a summary of the Proposed Project's impacts, mitigation measures, and conclusions by environmental topic.

**Table 1.0-1
Summary of Project Impacts**

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
A. Aesthetics			
<i>Aesthetics/Visual Quality</i>			
– Short-Term Construction	Less Than Significant	None	Less Than Significant
– Operation	Less Than Significant	None	Less Than Significant
Views	Less Than Significant	None	Less Than Significant
Light and Glare	Less Than Significant	None	Less Than Significant
Shading	Less Than Significant	None	Less Than Significant
Consistency with Applicable Policies	Less Than Significant* [see note in section]	None	Less Than Significant* [see note in section]
B. Air Quality			
<i>Construction</i>			
– Regional Construction Impacts	Potentially Significant Without Mitigation		Significant and Unavoidable
– Localized Construction Impacts	Potentially Significant Without Mitigation		Significant and Unavoidable
– Toxic Air Contaminants	Potentially Significant Without Mitigation		Less Than Significant with Mitigation
– Odors	Less Than Significant		Less Than Significant with Mitigation
		<p>Mitigation Measure B-1: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>Mitigation Measure B-2: Heavy-duty equipment operations shall be suspended during first and second stage smog alerts. A record of any second-stage smog alerts and of discontinued construction activities as applicable shall be maintained by the Contractor on-site.</p>	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>Mitigation Measure B-3: Ground cover in disturbed areas shall be replaced as quickly as possible.</p> <p>Mitigation Measure B-4: Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications. The contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications.</p> <p>Mitigation Measure B-5: Contractors shall utilize electricity from power poles and solar generators rather than temporary diesel or gasoline generators if power poles are available at construction area.</p> <p>Mitigation Measure B-6: Construction parking shall be configured to minimize traffic interference.</p> <p>Mitigation Measure B-7: Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours.</p> <p>Mitigation Measure B-8: Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions, to the maximum extent feasible. Construction contractor shall maintain a daily log of the spray equipment. The daily log shall be made available to the Construction Monitor.</p> <p>Mitigation Measure B-9: During plan check, the Proposed Project representative shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of all off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 3 off-road emissions standards for equipment rated at 50 horsepower or greater during the grading, concrete pouring and building construction phases of Proposed Project construction where commercially available. The use of Tier IV equipment shall be considered for use at the Project Site if Tier IV equipment is</p>	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>readily available at the time Proposed Project construction commences.</p> <p>Mitigation Measure B-10: Contractors shall utilize alternative fueled off-road equipment where possible. The construction contractor shall maintain a daily log of off-road equipment used and whether they utilize alternative fuel. The daily log shall be made available to the Construction Monitor.</p> <p>Mitigation Measure B-11: Contractors shall provide temporary traffic controls, such as a flag person, during all phases of construction to maintain smooth traffic flows.</p> <p>Mitigation Measure B-12: Contractors shall provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.</p> <p>Mitigation Measure B-13: Contractors shall route construction trucks away from congested streets and sensitive receptor areas.¹</p> <p>Mitigation Measure B-14: To the extent commercially available, buildings shall be constructed using no-VOC paints and pre-fabricated products. The construction contractor shall maintain a daily log of the types of paints and products used. The daily log shall be made available to the Construction Monitor.</p> <p>Mitigation Measure B-14a: Diesel haul trucks used during Proposed Project construction (e.g., material delivery trucks and soil import/export) shall be 2010 model year or newer. In the event that diesel haul trucks 2010 model year or newer are not available, diesel haul trucks that meet EPA 2007 model year NOx emissions requirements shall be used during Proposed Project construction.</p> <p>Mitigation Measure B-14b: For off-road construction equipment equal to or greater than 50 horsepower, a copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or SCAQMD</p>	

¹ In accordance with the L.A. CEQA Thresholds Guide, sensitive land uses include residences, schools, childcare centers, hospitals, parks, or similar uses.

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>operating permit shall be available on-site at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit.</p> <p>Mitigation Measure B-14c: Construction contractors supplying heavy duty diesel equipment rated at 50 horsepower or greater shall be encouraged to apply for AQMD SOON funds. Information including the AQMD website shall be provided to each contractor which uses heavy duty diesel equipment for on-site construction activities.</p>	
<i>Operations</i>			
<p>– Regional Operations Impacts</p>	<p>Potentially Significant Without Mitigation</p>	<p>Mitigation Measure B-15: The Applicant shall provide informational signs throughout the Project Site identifying nearby public transportation options.</p> <p>Mitigation Measure B-16: Preferred parking shall be established for alternatively-fueled vehicles.</p> <p>Mitigation Measure B-17: The Proposed Project shall include at least twenty percent (20%) of the total Code-required net new parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future electric vehicle supply equipment (EVSE) or alternative fuel. Plans shall indicate the proposed type and location(s) of EVSE or comparable vehicle charging systems and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Of the 20% EV Ready or alternative fuel, five (5)% of the total Code-required net new parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the 20% or 5% results in a fractional space, round up to the next whole number. A label stating</p>	<p>Significant and Unavoidable</p>

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>“EVCAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.</p> <p>Mitigation Measure B-18: Equipment used during operations (e.g., forklifts and carts) shall use alternative power or solar generators (e.g., electricity or propane) instead of diesel fuels.</p> <p>Mitigation Measure B-19: Delivery trucks shall be prohibited from idling in excess of 5 minutes. Signs shall be placed in loading dock areas to serve to enforce the idling prohibition.</p> <p>Mitigation Measure B-20: The Applicant shall install automatic lighting on/off controls and energy-efficient lighting.</p> <p>Mitigation Measure B-21: The Applicant shall install energy efficient cooling systems and controls per Title 24 requirements.</p> <p>Mitigation Measure B-22: The Applicant shall provide tenants with a description of the Project’s sustainable design and construction features.</p> <p>Mitigation Measure B-23: The Applicant shall install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized “hotspot” air quality.</p> <p>Mitigation Measure B-24: The Applicant shall provide bicycle parking spaces in accordance with LAMC requirements, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations throughout the site. Four showers (two per each gender) would be provided in a dedicated shower</p>	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>facility area. Lockers would be provided in conjunction with the shower facilities.</p> <p>Mitigation Measure B-25: The Applicant shall require by contract specifications that electrical outlets are included in the building design of the loading docks to allow use by refrigerated delivery trucks. If loading and/or unloading of perishable goods would occur for more than 5 minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.</p>	
– Localized Operation Impacts	Less Than Significant	None	Less Than Significant
– Toxic Air Contaminants (on-site and off-site sources)	Less Than Significant	None	Less Than Significant
– Odors	Less Than Significant	None	Less Than Significant
C. Greenhouse Gas Emissions			
Global Climate Change	Less Than Significant	None	Less Than Significant
D. Cultural Resources			
Historic Resources	Potentially Significant Without Mitigation	<p>Mitigation Measure D.1-1: Interior alterations to the two historic resources, the Broadway building and the May Company building, shall comply with the Secretary of the Interior’s Standards for the Treatment for Historic Properties.</p> <p>Mitigation Measure D.1-2: A qualified historic preservation consultant shall monitor the design and construction of the Proposed Project as it relates to historic resources to ensure that it complies with the Secretary of Interior’s Standards for the Treatment of Historic Properties. The consultant shall prepare a report at the conclusion of the design and development phase of the Proposed Project analyzing compliance with the Standards. That report shall be submitted to the City of Los Angeles Office of</p>	Less Than Significant with Mitigation

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		Historic Resources for its review and approval. The consultant shall monitor the construction of the Proposed Project periodically.	
Archeological Resources	Potentially Significant Without Mitigation	<p>Mitigation Measure D.2-1: A covenant and agreement between the Project Applicant and the City of Los Angeles shall be recorded prior to obtaining a grading permit stating that if any archaeological materials are encountered during the course of Project development, construction shall be halted, as set forth in California Public Resources Code Section 21083.2.</p> <p>Archaeological monitoring shall be implemented during Proposed Project construction. Monitoring shall be conducted by a qualified archaeological monitor who is working under the direct supervision of a Project Manager or Principal Investigator certified by the Register of Professional Archaeologists (RPA). A pre-construction information and safety meeting shall be held to make construction personnel aware of archaeological monitoring procedures and the types of archaeological resources that might be encountered.</p> <p>The services of an archaeologist shall be secured by contacting the Center for Public Archaeology—Cal State University Fullerton, a member of the Register of Professional Archaeologists (RPA), or an RPA-qualified archaeologist to assess the resources, evaluate the potential impact (if any), and prescribe an appropriate method for preserving the resource either by removing the resource from where it is found or by documenting the resource before construction may again commence. Copies of the archaeological survey, study, or report shall be submitted to the South Central Coastal Information Center (SCCIC), located at the Cal State University Fullerton Department of Anthropology.</p>	Less Than Significant with Mitigation
Paleontological Resources	Potentially Significant Without Mitigation	<p>Mitigation Measure D.2-2: A covenant and agreement between the Project Applicant and the City of Los Angeles shall be recorded prior to obtaining a grading permit stating that if any paleontological materials are encountered during the course of</p>	Less Than Significant with Mitigation

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		Project development, construction shall be halted, as set forth in California Public Resources Code Section 21083.2. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology—USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Natural History Museum of Los Angeles County to assess the resources, evaluate the potential impact (if any), and prescribe an appropriate method for preserving the resource either by removing the resource from where it is found or by documenting the resource found before construction may again commence. Copies of the paleontological survey, study, or report shall be submitted to the Natural History Museum of Los Angeles County.	
Human Remains	Less Than Significant		Less Than Significant
E. Geology/Soils			
– Fault Rupture and Groundshaking	Less Than Significant	None	Less Than Significant
– Liquefaction	Less Than Significant		Less Than Significant
– Tsunamis, Inundation, and Flooding	Less Than Significant		Less Than Significant
– Geologic and Soil Instabilities and Subsidence	Less Than Significant		Less Than Significant
– Landslides	Less Than Significant		Less Than Significant
F. Hazards and Hazardous Materials			
Routine Transport, Use, or Disposal of Hazardous Materials	Less Than Significant	None	Less Than Significant
Accidental Release of Hazardous Materials	Less Than Significant		Less Than Significant
Asbestos Containing Materials	Less Than Significant		Less Than Significant
Lead-Based Paint	Less Than Significant		Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
Polychlorinated biphenyls (PCBs)	Less Than Significant		Less Than Significant
Contaminated Soils	Less Than Significant		Less Than Significant
Listed Hazardous Material Sites	Less Than Significant		Less Than Significant
Proximity to Schools	Less Than Significant		Less Than Significant
Emergency Response Plan	Less Than Significant		Less Than Significant
G. Hydrology and Water Quality			
– Hydrology	Less Than Significant	None	Less Than Significant
– Water Quality	Less Than Significant		Less Than Significant
H. Land Use			
Consistency with Plans and Applicable Policies	Less Than Significant	None	Less Than Significant
Land Use Compatibility	Less Than Significant	None	Less Than Significant
I. Noise			
<i>Construction</i>		<p>Mitigation Measure I-1: Amplified sound shall be prohibited between 9:00 P.M. and 8:00 A.M.</p> <p>Mitigation Measure I-2: Amplified sound shall not exceed 95 dBA at any point that normally occupied by a customer unless a conspicuous and legible sign is located near each public entrance stating, “Warning: Sound levels Within May Cause Hearing Impairment.”</p> <p>Mitigation Measure I-3: The construction contractor shall schedule high vibration-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption to sensitive uses.</p> <p>Mitigation Measure I-4: Grading and construction contractors shall use equipment that generates lower vibration levels such as rubber-tired equipment rather than metal-tracked equipment.</p>	
– Noise	Potentially Significant Without Mitigation		Significant and Unavoidable
– Ground-Borne Vibration	Less Than Significant		Less than Significant
<i>Operation</i>			
– Off-Site Roadway Noise	Less Than Significant		Less Than Significant
– On-Site Stationary Noise	Potentially Significant Without Mitigation	Less Than Significant with Mitigation	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
- Site Compatibility (Proposed Residential Uses)	Potentially Significant Without Mitigation	<p>Mitigation Measure I-5: To the extent feasible, 10-foot-high sound control blankets shall be placed such that the line of sight from ground-level construction equipment and sensitive receptors would be blocked.² At Plan check, building plans shall include documentation prepared by a noise consultant verifying compliance with this measure.</p> <p>Mitigation Measure I-6: Construction haul truck and materials delivery traffic shall be routed along Crenshaw Boulevard, and shall avoid residential areas whenever feasible.</p> <p>Mitigation Measure I-7: The construction contractor shall place construction equipment and locate construction staging areas away from sensitive uses when construction sites are not located adjacent to noise sensitive uses.³</p> <p>Mitigation Measure I-8: The construction contractor shall schedule high-noise-producing activities between the hours of 8:00 A.M. and 5:00 P.M. to minimize disruption to sensitive uses.</p> <p>Mitigation Measure I-9: The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.</p> <p>Mitigation Measure I-10: All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.</p>	Less Than Significant with Mitigation
- Ground-Borne Vibration	Less Than Significant		Less Than Significant

² In accordance with the L.A. CEQA Thresholds Guide, noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds and parks.

³ In accordance with the L.A. CEQA Thresholds Guide, noise-sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds and parks.

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		Mitigation Measure I-11: A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to reduce noise levels. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.	
J. Population and Housing			
Population	Less Than Significant	None	Less Than Significant
– Housing	Less Than Significant	None	Less Than Significant
– Employment	Less Than Significant	None	Less Than Significant
Consistency with Regulatory Framework	Less Than Significant	None	Less Than Significant
K.1. Fire Protection			
<i>Construction</i>	Less Than Significant	None	Less Than Significant
<i>Operation</i>			
– Facilities and Equipment	Less Than Significant	None	Less Than Significant
– Fire Flow	Less Than Significant		Less Than Significant
– Response Distance and Emergency Access	Less Than Significant		Less Than Significant
K.2. Police Protection			
<i>Construction</i>	Less Than Significant	None	Less Than Significant
<i>Operation</i>	Less Than Significant	None	Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
K.3. Public Schools			
Public School Facilities and Services	Less Than Significant	None	Less Than Significant
K.4. Parks and Recreation			
Impacts on Existing Facilities	Less Than Significant	None	Less Than Significant
Public Recreation Plan	Less Than Significant		Less Than Significant
Los Angeles Municipal Code	Less Than Significant		Less Than Significant
K.5. Libraries			
Library Facilities and Services	Less Than Significant	None	Less Than Significant
L. Transportation and Circulation			
– Public Transit	Less Than Significant	<p>Mitigation Measure L-1: The Proposed Project shall purchase one new bus for Metro route 210. The Proposed Project shall also pay for total operations and maintenance costs for the new bus during weekday peak hours (7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M.) and during Saturday midday peak hours (12:00 P.M. to 2:00 P.M.) for the first three years. To ensure continued operations, the Proposed Project shall pay for the unsubsidized portion of these costs for an additional seven years. Farebox revenues and State/federal transit subsidies shall be credited against O&M costs for years one through ten. The buses may be deployed to another route or location within the Study Area if determined by Metro to serve a greater need.</p> <p>Mitigation Measure L-2: The Proposed Project shall allocate space for, and fund, a mobility hub on, the Project Site.</p>	Less Than Significant
– Study Intersections	Potentially Significant Without Mitigation	<p>Mitigation Measure L-3: The Proposed Project shall upgrade the traffic signal timing controllers to Type 2070 controllers, to the satisfaction of LADOT, at the following locations:</p> <ol style="list-style-type: none"> 6. Marlton Avenue & Project Driveway 7. Marlton Avenue & Santa Rosalia Drive 8. Project Driveway/Victoria Avenue & Stocker Street 	Significant and Unavoidable

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>9. Santa Rosalia Drive/Angeles Vista Boulevard & Stocker Street 12. Leimert Boulevard & 43rd Street/11th Avenue 51. Arlington Avenue & Jefferson Boulevard</p> <ul style="list-style-type: none"> • Buckingham Road & 29th Street • Buckingham Road & Jefferson Boulevard • Buckingham Road & Exposition Boulevard • Buckingham Road & Rodeo Road • Buckingham Road & Coliseum Street • Buckingham Road & Santa Rosalia Drive • Farmdale Avenue & Jefferson Boulevard • Farmdale Road & Rodeo Road • Harcourt Avenue & Jefferson Boulevard • Hillcrest Drive & Rodeo Road • Hillcrest Drive & Martin Luther King Jr. Boulevard • Hillcrest Drive & Santa Rosalia Drive • Degnan Boulevard & Stocker Street • Leimert Boulevard & Stocker Street • Westside Avenue/9th Street & Martin Luther King Jr. Boulevard • 4th Avenue & Martin Luther King Jr. Boulevard • Dublin Avenue & 39th Street <p>Mitigation Measure L-4: The Proposed Project shall fund the installation of CCTV cameras at the following locations: 20. Crenshaw Boulevard & Coliseum Street 26. Buckingham Road & Martin Luther King Jr. Boulevard 29. La Brea Avenue & Rodeo Road 53. Western Avenue & Martin Luther King Jr. Boulevard (upgrade of existing camera)</p>	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>Mitigation Measure L-5: The Proposed Project shall fund the installation of system loops at the following locations:</p> <p>6. Marlton Avenue & Project Driveway</p> <p>7. Marlton Avenue & Santa Rosalia Drive (four loops)</p> <p>8. Project Driveway/Victoria Avenue & Stocker Street</p> <p>12. Leimert Boulevard & 43rd Street/11th Avenue</p> <ul style="list-style-type: none"> • Buckingham Road & Exposition Boulevard • Buckingham Road & Santa Rosalia Drive • Farmdale Avenue & Jefferson Boulevard • Farmdale Road & Rodeo Road • Harcourt Avenue & Jefferson Boulevard • Hillcrest Drive & Rodeo Road • Hillcrest Drive & Martin Luther King Jr. Boulevard • Hillcrest Drive & Santa Rosalia Drive • Westside Avenue/9th Street & Martin Luther King Jr. Boulevard • 4th Avenue & Martin Luther King Jr. Boulevard <p>Mitigation Measure L-6: The Proposed Project shall contribute \$100,000 toward the implementation of bikeway improvements within the Study Area under the 2010 Bicycle Plan.</p>	
---Los Angeles County Congestion Management Plan Arterial Monitoring Stations	Less Than Significant		Less Than Significant
Los Angeles County Congestion Management Plan Freeway Segments	Less Than Significant		Less Than Significant
– Parking	Potentially Significant Without Mitigation	<p>Mitigation Measure L-7: The Project will institute an operational parking program that will include one or more of the following mitigation measures as necessary:</p>	Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<ul style="list-style-type: none"> • Identification of one or more areas of on-site parking where tandem parking will be operated on a temporary basis with attendant parking for employees. • Operation of valet parking for customers with tandem parking in certain areas. • Use of off-site parking for employees with a shuttle van to and from the Project Site. • A program to encourage employees to rideshare and/or use transit during the peak month of December. 	
– Access	Potentially Significant Without Mitigation	None feasible	Significant and Unavoidable
– Pedestrian/Bicycle	Less Than Significant	None	Less Than Significant
Construction Impacts	Less Than Significant	<p>Mitigation Measure L-8: The Project Applicant will prepare detailed construction traffic management plans, including lane closure information, detour plans, haul routes, and staging plans satisfactory to the affected jurisdictions. The construction traffic management plans shall be based on the nature and timing of the specific construction and other projects in the vicinity of the Project Site, and shall include the following elements as appropriate:</p> <ol style="list-style-type: none"> 1. Provisions to configure construction parking to minimize traffic interference 2. Provisions for temporary traffic control if necessary to improve traffic flow on public roadways (e.g., flag person) 3. Scheduling construction activities to reduce the effect on traffic flow on arterial streets 4. Rerouting construction trucks to reduce travel on congested streets 5. Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site in 	Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>accordance with the construction traffic management plans approved by LADOT</p> <p>6. Not allowing construction-related vehicles to park on streets in predominantly residentially-zoned areas</p> <p>7. Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers</p> <p>8. Obtaining the required permits for truck haul routes from the City of Los Angeles prior to the issuance of any permit for the Project</p> <p>9. Construction-related truck trips travelling on the I-10, I-110, and the I-405 shall be limited to off-peak hours as much as possible.</p> <p>10. Ingress/egress routes to the Proposed Project’s construction sites shall be designed to ensure that trucks and construction vehicles carrying hazards and hazardous materials are routed away from the Marlton School campus.</p>	
		<p>Mitigation Measure L-9: Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.</p>	
		<p>Mitigation Measure L-10: Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.</p>	
		<p>Mitigation Measure L-11: Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.</p>	

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>Mitigation Measure L-12: Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.</p>	
Neighborhood Intrusion Impacts	Potentially Significant Without Mitigation	<p>Mitigation Measure L-13: The Applicant or its successors fund and coordinate implementation of LADOT's Neighborhood Traffic Management Plan process for the Project, in an amount up to \$300,000. The Applicant will conduct traffic counts on various local residential streets prior to construction of the Project to serve as a baseline for assessing Project-related significant neighborhood intrusion impacts. Eligible communities shall include the residential neighborhoods within the boundaries listed below:</p> <ol style="list-style-type: none"> 1. Adams Boulevard to the north, Crenshaw Boulevard to the east, Martin Luther King Jr. Boulevard to the south, and Buckingham Street to the west. 2. Adams Boulevard to the north, Degnan Boulevard/11th Avenue to the east, Martin Luther King Jr. Boulevard to the south, and Crenshaw Boulevard to the west. 3. Martin Luther King Jr. Boulevard to the north, Normandie Avenue to the east, 42nd Place to the south, and Leimert Boulevard to the west. 4. Vernon Avenue to the north, 8th Avenue to the east, Slauson Avenue to the south, and Crenshaw Boulevard to the west. 5. Stocker Street to the north, Crenshaw Boulevard to the east, Slauson Avenue to the south, and West Boulevard to the west. 6. Martin Luther King Jr. Boulevard to the north, Marlton Avenue to the east, Santa Rosalia Drive to the south, and Coliseum Street to the west. 	Significant and Unavoidable

**Table 1.0-1 (Continued)
Summary of Project Impacts**

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
M.1. Wastewater			
Wastewater Treatment Facilities	Less Than Significant	None	Less Than Significant
Wastewater Conveyance Facilities	Less Than Significant		Less Than Significant
M.2 Water Supply			
- Water Supply	Less Than Significant	<p>Mitigation Measure M.2-1: Develop the Project with cooling towers that provide a minimum of 5.5 cycles of concentration, as applicable;</p> <p>Mitigation Measure M.2-2: Install high-efficiency toilets (i.e., 1.28 gallons per flush or less, includes dual flush);</p> <p>Mitigation Measure M.2-3: Install high-efficiency urinals (i.e., 0.5 gallon per flush or less, includes waterless);</p> <p>Mitigation Measure M.2-4: Install faucets with self-closing fixtures providing a flow rate of 0.5 gallon per minute or less in all public restrooms;</p> <p>Mitigation Measure M.2-5: Install residential kitchen and restroom faucets with a flow rate of 1.5 gallons per minute or less;</p> <p>Mitigation Measure M.2-6: Install low-flow residential showerheads with a flow rate of 2.0 gallons per minute or less and no more than one showerhead per stall;</p> <p>Mitigation Measure M.2-7: Install high-efficiency community clothes washers with a water factor of 5.0 or less;</p> <p>Mitigation Measure M.2-8: Install high-efficiency residential dishwashers;</p> <p>Mitigation Measure M.2-9: Integrate domestic water heating systems located in close proximity to the point of use (as feasible);</p> <p>Mitigation Measure M.2-10: Provide individual metering and billing for water use in all dwelling units and commercial uses where feasible;</p>	Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
		<p>Mitigation Measure M.2-11: Utilize efficient irrigation systems that include weather-based irrigation controllers with rain and wind shutoff;</p> <p>Mitigation Measure M.2-12: Use native and drought tolerant plant materials in the landscape plan with 50 percent of landscape area (square feet) and plant count; and</p> <p>Mitigation Measure M.2-13: Provide separate metering or sub-metering for irrigated landscapes of 5,000 square feet or more.</p>	
M.3. Solid Waste			
Construction	Less Than Significant	<p>Mitigation Measure M.3-1: The Project Applicant shall develop a construction and demolition debris recycling program to divert construction-related solid waste from area landfills.</p> <p>Mitigation Measure M.3-2: The construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes.</p> <p>Mitigation Measure M.3-3: To facilitate the on-site separation and recycling of construction-related waste, the construction contractor shall provide temporary waste separation bins on site during construction.</p>	Less Than Significant
Operation	Less Than Significant	<p>Mitigation Measure M.3-4: The Project Applicant shall develop an operational project recycling plan that includes the design and allocation of recycling collection and storage space in the Project. As a result of the City's space allocation ordinance, the Los Angeles Municipal Code (LAMC) includes provisions for recycling areas or rooms in all new development projects.</p> <p>Mitigation Measure M.3-5: Each residence shall receive educational materials on the proper management and disposal of hazardous waste. Such materials shall provide information on how to recycle household hazardous wastes and electronic waste materials and provide information on City-sponsored hazardous waste materials drop-off events.</p>	Less Than Significant

Table 1.0-1 (Continued)
Summary of Project Impacts

Environmental Issue	Impact Prior to Mitigation	Mitigation Measures	Conclusion
M.4. Energy			
– Electricity	Less Than Significant	None	Less Than Significant
– Natural Gas	Less Than Significant	None	Less Than Significant
<hr/> Source: Meridian Consultants LLC, 2016.			