

## 2.0 SUMMARY

In accordance with CEQA Guidelines Section 15123, this chapter of the Draft EIR contains an overview of the proposed project, its potential environmental effects and mitigation measures, and a summary of the alternatives to the proposed project evaluated in this Draft EIR.

### 2.1 INTRODUCTION

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The purpose of an EIR, as defined in Section 15121(a) of the State Guidelines for the implementation of the CEQA California Code of Regulations (CCR), Title 14, Division 6, Chapter 3 “Guidelines,” is to “inform public agency decision-makers and the public generally of the potential significant environmental effects of a project, identify possible ways to minimize the significant effect and describe reasonable alternatives to the project.” This document assesses the potential significant environmental impacts, including significant unavoidable impacts and cumulative impacts, related to the proposed project. Where there is potential for a significant adverse effect, this report identifies mitigation measures that would either eliminate the impact or reduce the effect to a less-than-significant level.

This Draft EIR was prepared at the direction and under the supervision of the City, the lead agency for the proposed project. The intended use of this Draft EIR is to assist the City in making decisions regarding the approval of the proposed project.

A Notice of Preparation (NOP) for this Draft EIR was issued on February 1, 2008 by the City for a 30-day public review period. A total of 12 comment letters were received. Information, data, and observations resulting from these letters are included throughout this Draft EIR where relevant. The NOP and copies of each comment letter received are included in Appendix A of this Draft EIR. A public scoping meeting was held on February 27, 2008. The purpose of this meeting was to provide early consultation for the public to express their concerns about the proposed project, and acquire information and make recommendations on issues to be addressed in the Draft EIR.

In accordance with Sections 15087 and 15105 of the CEQA Guidelines, this Draft EIR is being circulated for a 45-day public review period. Responsible and trustee agencies and the public are invited to comment in writing on the information contained in this document. Persons and agencies commenting are encouraged to provide information that they believe is missing from the Draft EIR and to identify where the information can be obtained. All comment letters received concerning the Draft EIR will be responded to in writing, and the comment letters, together with the responses to those comments, will be included in the Final EIR.

Comment letters should be sent to:

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### 2.2 SUMMARY OF THE PROPOSED PROJECT

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The proposed West Adams-Baldwin Hills-Leimert New Community Plan (West Adams New Community Plan or proposed project) will provide a framework on a program level for future development and will specify the type of uses, densities, and intensities that would be permitted. The proposed West Adams New

Community Plan objectives promote the internal relationship of mutually supportive uses, such as employment, housing, recreation, and community-serving facilities, etc., so as to decrease dependency on the automobile, encourage alternative transportation modes, make efficient use of land and infrastructure, reduce energy consumption, promote sustainability, and foster a strong sense of community. The proposed project will include implementing ordinances that are intended to:

- Guide development through 2030;
- Refine and amend the existing 1996 General Plan Framework Element;
- Initiate General Plan Amendments and Zone Changes as necessary to implement the General Plan and accomplish the stated goals and policies of the New Community Plan program;
- Amend and establish Overlay Districts, Specific Plans, and/or special districts to portions of the West Adams New Community Plan, as necessary to implement the General Plan Framework and community plan policies; and
- Refine and amend any applicable Citywide Elements of the General Plan.

The West Adams Community Plan Area (West Adams CPA) is located approximately seven miles southwest of Downtown Los Angeles and contains approximately 8,710 acres (approximately 13.61 square miles) of land area. The West Adams CPA is bounded on the north by Pico and Venice Boulevards, on the west by Robertson Boulevard and the eastern limits of Culver City, on the south by the Baldwin Hills, City of Inglewood, and portions of unincorporated Los Angeles County, and to the east by Arlington and Van Ness Avenues.

**Table 2-1** compares the existing planned capacity of the existing 1998 West Adams Community Plan with the 2030 projection of population, housing demand, and employment based on Southern California Associations of Governments (SCAG) and City estimates and building permit data. The increased capacities are a result of the land use changes under the proposed project.

<b>TABLE 2-1: WEST ADAMS CPA POPULATION, DWELLING UNITS, AND EMPLOYMENT CAPACITIES</b>		
	<b>Existing 1998 Community Plan Capacity</b>	<b>Proposed 2030 Community Plan Capacity</b>
Population (persons)	206,521	218,741
Dwelling Units	81,307	86,118
Employment (jobs)	49,220	53,113

**SOURCE:** City of Los Angeles Planning, 2011; SCAG, 2008.

## 2.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15382 of the State CEQA Guidelines defines a significant impact on the environment as “a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic or aesthetic significance.” In order to approve a project with significant and unavoidable impacts, the lead agency must adopt a Statement of Overriding Considerations (in accordance with Section 15093 of the State CEQA Guidelines) indicating that the benefits of approving the proposed project outweigh the negative environmental consequences. Based on the analysis contained in this EIR, the proposed project would create significant and unavoidable impacts related to the following topics:

- **Aesthetics (Shade and Shadow).** During the Winter Solstice, shadows generated from the implementation of the proposed project would impact residential land uses located within and around the CPIO subdistricts and Crenshaw Corridor Specific Plan.
- **Air Quality (Construction Regional and Localized Emissions).** During construction, regional and localized emissions would exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds.

- **Greenhouse Gas Emissions (Operational GHG Emissions and Applicable Plans, Policies, or Regulations).** During operation of the proposed project, GHG emissions would not be reduced to less than existing levels. This would have the potential to interfere with implementation of the ClimateLA plan, and subsequently could interfere with the State’s ability to meet its goals under AB 32.
- **Noise (Construction Noise and Vibration).** In the absence of detailed noise and vibration analyses associated with specific projects, it is anticipated that construction noise and vibration levels at various sensitive land uses would still exceed the City’s thresholds of significance. Construction noise and vibration impacts would need to be evaluated further under subsequent CEQA documentation for individual projects proposed in the West Adams CPA.
- **Public Services (Public Parks and Libraries).** Implementation of the proposed project could increase the population within the West Adams CPA by approximately 36,141 persons and would cause significant impacts to public parks and recreational facilities. Similarly, the projected increase in population would likely use the Washington Irving and Baldwin Hills Libraries and require the expansion of the existing libraries or the development of a new library. No feasible mitigation measures were identified to reduce the significant impact related to public parks and libraries to less than significant.
- **Transportation and Traffic (Circulation System and Congestion Management Plan).** No feasible mitigation measures were identified to reduce the significant impact related to the circulation system and Congestion Management Plan to less than significant.

## 2.4 SIGNIFICANT IMPACTS THAT CAN BE MITIGATED TO LESS THAN SIGNIFICANT

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**Table 2-2**, at the end of this chapter, provides a summary of the proposed project’s significant impacts and the mitigation measures, including the impacts that can be mitigated to less than significant.

## 2.5 LESS-THAN-SIGNIFICANT OR NO IMPACT

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Based on the analysis contained in this Draft EIR, the following were found to result in a less-than-significant impact or no impact:

- Aesthetics (all construction impacts; operational impacts to views, vistas, and scenic resources)
- Agriculture and Forestry Resources (all construction impacts; operational impacts to farmland, agricultural land, timberland, and forest land)
- Air Quality (construction impacts to odors and consistency with the Air Quality Management Plan; operational impacts to regional and localized emissions, toxic air contaminants, odors, and consistency with the Air Quality Management Plan.)
- Biological Resources (construction impacts to candidate, sensitive, or special status species, riparian habitat, wetlands, and habitat conservation plans; all operational impacts.)
- Cultural Resources (all operational impacts)
- Geology and Soils (all construction and operational impacts)
- Greenhouse Gas Emissions (all construction impacts)
- Hazards and Hazardous Materials (all construction impacts; operational impacts to transport, use, and disposal, upset and accident conditions, schools, airport hazards, emergency response plans, and wildland fire.)
- Hydrology and Water Quality (all construction and operational impacts)
- Land Use and Planning (all construction and operational impacts)
- Mineral Resources (all construction and operational impacts)
- Noise (operational ground vibration)

- Population, Housing and Employment (all construction and operational impacts)
- Public Services (Fire – all construction and operational impacts; Police – all construction impacts; Public Schools – all construction and operational impacts)
- Transportation and Traffic (all construction impacts; operational impacts to emergency access and public transit, bicycle, and pedestrian facilities.)
- Utilities (Water, Wastewater, Solid Waste, and Energy – all construction and operational impacts)

## 2.6 SUMMARY OF ALTERNATIVES

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CEQA requires that an EIR describe a range of reasonable alternatives to the project or to the location of the project that could feasibly avoid or lessen significant environmental impacts while substantially attaining the basic objectives of the project.<sup>1</sup> An EIR should also evaluate the comparative merits of the alternatives. The range of feasible alternatives is selected and discussed in a manner intended to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in CEQA Guidelines Section 15126.6[f][1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site.

The alternatives considered for the proposed project include:

**Alternative 1 – No Project Alternative.** The No Project Alternative is required by Section 15126.6(e)(2) of the CEQA Guidelines and assumes that the proposed project would not be implemented. The No Project Alternative allows the decision-maker to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. However, “no project” does not mean that development within the West Adams CPA will be prohibited. The No Project Alternative includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Section 15126.6[e][2]).

Under this Alternative, the existing 1998 West Adams Community Plan would not be modified and development would continue to occur under the existing goals, objectives, policies, zoning, and land uses. While employment and population would increase under the No Project Alternative, development would not exceed the levels of reasonable development anticipated to occur under the existing community plan.

**Alternative 2 – Proposed Project without Transit-Oriented Development (TOD).** Under this Alternative, most of the changes to the existing West Adams Community Plan would be similar as under the proposed project. However, this Alternative would not shift development intensity to focused TOD areas. These TOD areas would instead be included under the development guidelines and standards of the Commercial Corridors and Major Intersection Nodes CPIO Subdistrict of the proposed plan. The result would be less intense development and the exclusion of regulations specific to TODs, such as reduced parking standards. Overall, Alternative 2 would involve a scenario where less population, housing, and employment growth capacity would take place compared to the proposed project.

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<sup>1</sup>CEQA Guidelines, Section 15126.6.

TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>AESTHETICS - OPERATIONS</b>			
Visual Character	The proposed project would not substantially damage existing visual character, value, or quality of the community; however, in order to ensure that these aspects of neighborhood character are maintained, mitigation measures shall be implemented.	<p><b>AE1</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require new construction located on commercial or industrial planned land in CPIO subdistricts and the Crenshaw Corridor Specific Plan that directly abuts or is across an alley from residential planned land to transition in the following manner:</p> <ul style="list-style-type: none"> <li>• Where the rear or side property line is contiguous with that of a residential property, the structure shall be set back or “stepped back” one foot for every one foot in height as measured fifteen feet above grade at the shared property line.</li> <li>• Where the properties are separated by an alley, the structure shall be set back or “stepped back” one foot for every one foot in height as measured from grade at the residential property line.</li> <li>• Adjustments and Exceptions (permitted): The height limitation at the residential property line may be increased by not more than 20 percent through adjustment, otherwise, through the exception procedures pursuant to the Los Angeles Municipal Code.</li> </ul>	Less than significant.
Light and Glare	The proposed project could potentially increase the amount of glare in the CPA due to the intensification of residential and commercial development. Therefore, without mitigation, the proposed project would result in a significant impact related to light and glare.	<p><b>AE2</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>” as defined in Section 3.4 of the Project Description, the City shall require that all lighting be directed and/or shielded to minimize lighting spillover effects onto adjacent and nearby properties.</p> <p><b>AE3</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that glare effects be limited by using non-reflective building and construction materials, such as concrete, wood, and stucco. This shall include, but not be limited to, art installations, fencing material, and recreational equipment.</p>	Less than significant.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
Shade and Shadow	Due to the sun's angle in the northern hemisphere, shadows from buildings project to the north and move from the west to the east throughout daylight hours. In addition, a building that is 45 feet tall will cast a minimum shadow length of 71 feet during the winter solstice. The setback transitions within the CPIO subdistricts and Specific Plan require a 45-foot tall building to be setback 45 feet from a residential property line. Because the minimum shadow length is 71 feet, a 45-foot building within a CPIO subdistrict or the Specific Plan area will cast shadows that encroach on adjacent land uses during the winter months. Therefore, without mitigation, the proposed project could result in a significant impact related to shade and shadows throughout portions of the West Adams CPA.	See Mitigation Measure <b>AE1</b> above.	Significant and unavoidable.
<b>AIR QUALITY – CONSTRUCTION</b>			
Regional	Average daily construction emissions would exceed the SCAQMD regional thresholds for VOC and NO <sub>x</sub> . Therefore, without mitigation, the proposed project would result in a significant impact related to regional construction emissions.	<p><b>AQ1</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>”, as defined in Section 3.4 of the Project Description, the City shall require all contractors to include the following best management practices in contract specifications:</p> <ul style="list-style-type: none"> <li>• Use properly tuned and maintained equipment.</li> <li>• Contractors shall enforce the idling limit of five minutes as set forth in the California Code of Regulations.</li> <li>• Use diesel-fueled construction equipment to be retrofitted with after treatment products (e.g., engine catalyts) to the extent they are readily available and feasible.</li> <li>• Use heavy duty diesel-fueled equipment that uses low NO<sub>x</sub> diesel fuel to the extent it is readily available and feasible.</li> <li>• Use construction equipment that uses low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent available and feasible.</li> <li>• Maintain construction equipment in good operating condition to minimize air pollutants.</li> <li>• All diesel-powered construction equipment shall meet US Environmental Protection Agency Tier 2 or higher emissions standards according to the following schedule:</li> </ul>	Significant and unavoidable.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>- <b>January 1, 2012 to December 31, 2014:</b> All off-road diesel-powered construction equipment greater than 50 horsepower shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by California Air Resource Board (CARB). Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>- <b>Post-January 1, 2015:</b> All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.</li> <li>• Construction contractors shall use electricity from power poles rather than temporary gasoline or diesel power generators, as feasible.</li> <li>• Use building materials, paints, sealants, mechanical equipment, and other materials that yield low air pollutants and are nontoxic.</li> <li>• Construction contractors shall utilize super-compliant architectural coatings as defined by the South Coast Air Quality Management District (VOC standard of less than ten grams per liter).</li> <li>• Construction contractors shall utilize materials that do not require painting, as feasible.</li> <li>• Construction contractors shall use pre-painted construction materials, as feasible.</li> </ul>	
Localized	Based on the SCAQMD LSTs for a one-acre project site and a 25-meter receptor distance, equipment emissions combined with fugitive dust emissions would likely exceed the localized significance thresholds for NO <sub>x</sub> , PM <sub>2.5</sub> , and PM <sub>10</sub> . Therefore, without mitigation, the proposed project would result in a significant impact related to localized construction emissions.	See Mitigation Measure <b>AQ 1</b> above.	Significant and unavoidable.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>AIR QUALITY - OPERATIONS</b>			
Toxic Air Contaminants	New development could be located within the CARB minimum distances for various stationary source land uses, including distribution centers, chrome platers, dry cleaners, and gasoline dispensing facilities. Therefore, without mitigation, the proposed project would result in a significant impact related to operational toxic air contaminant emissions.	<p><b>AQ2</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>”, as defined in Section 3.4 of the Project Description, that contains sensitive receptors, the City shall require the consideration of the guidelines in the California Air Resources Board’s <i>Air Quality and Land Use Handbook: A Community Health Perspective</i>. This includes projects constructing uses sensitive to air pollution (e.g., residences, schools, medical facilities, elderly housing, etc.) and projects that may expose existing sensitive receptors to new pollution (e.g., warehouses). For projects with sensitive receptors located within 500 feet of the Santa Monica Freeway, a health risk assessment shall be completed that demonstrates that indoor and outdoor sensitive receptors would not be exposed to significant levels of toxic air contaminants in accordance with South Coast Air Quality Management District (SCAQMD) guidelines. The health risk assessments shall be circulated to the SCAQMD for review and comment.</p> <p>In order to lessen the levels of indoor toxic air contaminants, the City of Los Angeles may condition approval of private projects located in the vicinity of major transportation corridors (within 500 feet of a freeway for commercial and industrial uses and residential uses that front on a Major Highway or are located adjacent to an active heavy rail line) to install and maintain an air filtration system having efficiency equal to or exceeding American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 52.2 Minimum Efficiency Reporting Value (MERV 13) (excluding storage/warehouse areas or garages). In addition, windows facing freeways may be conditioned inoperable and the property perimeter nearest the freeway may be required to be landscaped with a dense mixture of shrubs and trees to maximize passive filtration of particulate air contaminants.</p>	Less than significant.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>BIOLOGICAL RESOURCES - CONSTRUCTION</b>			
Migratory Birds	Construction activities associated with the proposed project could impact protected native tree species, which are protected by the MBTA and CDFG Code, by removal or destruction of an active nest (defined as a nest with eggs or young being attended by one or more adults) or direct mortality or injury of individual birds. Therefore, without mitigation, the proposed project would result in a significant impact related to migratory birds.	<b>BR1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require that in order to prevent the disturbance of nesting native and/or migratory bird species, all clearing of a project site should take place between September 1 and February 14. If construction is scheduled or ongoing during bird nesting season (February 15 to August 31), qualified biologists shall survey the area within 200 feet (or up to 300 feet, depending on topography or other factors, and 500 feet for raptors) of the construction activity to determine if construction would disturb nesting birds. If nesting activity is being compromised, construction shall be suspended in the vicinity of the nest until fledging is complete. This mitigation measure shall be implemented by a qualified biologist under contract with the project applicant(s). The project biologist should prepare a report detailing the results of the construction monitoring efforts. The report should be submitted to the California Department of Fish and Game (CDFG) within two months of the completion of the monitoring activities.	Less than significant.
Tree Preservation	Specific development and infrastructure projects have the potential to result in the loss of protected trees within the West Adams CPA. Therefore, without mitigation, the proposed project would result in a significant impact related to tree preservation.	<b>BR2</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require that during the final design phase of the proposed project, and prior to the start of the demolition/construction phase, the project applicant shall submit a final landscape plan to the City of Los Angeles for approval by the City’s Chief Forester and the Director of the Bureau of Street Services. The final landscape plan shall include provisions to either protect in place the existing protected trees in or adjacent to the project site, per the requirements of the City of Los Angeles Tree Preservation Ordinance.	Less than significant.
<b>CULTURAL RESOURCES - CONSTRUCTION</b>			
Historical Resources	Historical resources are protected by the provisions of the Cultural Heritage Ordinance; however, without mitigation, the proposed project would result in a significant impact related to historical resources.	<b>CR1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, involving properties designated as Historic-Cultural Monuments or listed in or determined eligible for the National Register or California Register, the City shall require that the project be reviewed by the Department of City Planning Office of Historic Resources.  <b>CR2</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, developed in Historic Preservation Overlay Zones, the City shall require written approval from the Department of City Planning Office of Historic Resources prior to the issuance of building permits.	Less than significant.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
		<p><b>CR3</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, and until subsequent phases of the <i>SurveyLA Historic Resources Survey Report: West Adams-Baldwin Hills-Leimert Community Plan Area</i> have been completed to include analysis of industrial and manufacturing land uses, the City shall require all projects within an industrial or manufacturing land use category involving existing structures to be evaluated by a qualified architectural historian for the purposes of determining if they are more than 45 years old and/or historically significant. If the structures are found to be more than 45 years old, and/or historically significant, the project shall comply with the recommendations of the qualified architectural historian and the architectural survey report written by the qualified architectural historian. The report shall be submitted to the City for documentation.</p> <p><b>CR4</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>”, as defined in Section 3.4 of the Project Description, the City shall:</p> <ul style="list-style-type: none"> <li>• Identify potential impacts to historical resources. The project applicant shall review the <i>SurveyLA Historic Resources Survey Report: West Adams-Baldwin Hills-Leimert Community Plan Area</i>, dated August 2011 (and subsequent phases of the report that will evaluate industrial/manufacturing land uses), to determine whether the project site has been previously surveyed and whether historical resources were identified.</li> <li>• Ensure that designated historic buildings, are appropriately renovated and maintained, and that the preservation, rehabilitation, restoration, and reconstruction or adaptive reuse of a known historical resource shall meet the U.S. Secretary of the Interior's Standards for Rehabilitation (Secretary's Standards). Any proposal to preserve, rehabilitate, restore, reconstruct, or adaptively reuse a known historical resource in accordance with the Secretary's Standards shall be deemed to not be a significant impact under CEQA and, in such cases, no additional mitigation measures will be required if the project does not require discretionary action.</li> <li>• Ensure that areas of Floor Area Ratio (FAR) increases are in compliance with the Secretary's Standards. All projects that utilize FAR increases and potentially impact historic resources must meet the Secretary's Standards. The project would also be subject to any other historic resources review process triggered by any other historic designation. This requirement would be reviewed for compliance by Office of Historic Resources staff.</li> </ul>	

TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
		<ul style="list-style-type: none"> <li>Require, where feasible, noise buffers/walls and/or visual buffers/landscaping or some other material to be constructed by the prime construction contractor to preserve the contextual setting of significant built resources.</li> </ul>	
Archaeological Resources	Given the well-documented occupation of the Los Angeles Basin by indigenous tribes both prehistorically and historically, there is a reasonable potential that the development that would occur under the proposed project would be located on a site with previously unknown archaeological resources. Therefore, without mitigation, the proposed project would result in a significant impact related to archeological resources.	<p><b>CR5</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that prior to excavation and construction on a proposed project site, the project applicant shall perform a cultural resources literature and records search by an institution recognized and approved by the City of Los Angeles Planning Department to assess the potential for the proposed project site to contain sensitive protected cultural resources.</p> <p><b>CR6</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that prior to excavation and construction on a proposed project site, the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the proposed project site.</p> <p><b>CR7</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that if during any phase of project construction any cultural materials are encountered, construction activities within a 50-meter radius shall be halted immediately, and the project applicant shall notify the City. A qualified prehistoric archaeologist (as approved by the City) shall be retained by the project applicant and shall be allowed to conduct a more detailed inspection and examination of the exposed cultural materials. During this time, excavation and construction would not be allowed in the immediate vicinity of the find. However, those activities could continue in other areas of the project site.</p> <p><b>CR8</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that if any find were determined to be significant by the archaeologist, the City and the archaeologist would meet to determine the appropriate course of action.</p> <p><b>CR9</b> As a condition of approval for any Discretionary or “<i>Active Change Area Project</i>,” as defined in Section 3.4 of the Project Description, the City shall require that all cultural materials recovered from the site would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.</p>	Less than significant.

<b>TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES</b>			
<b>Impact Category</b>	<b>Significant Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
Paleontological Resources	Given the well-documented fossil richness of the Los Angeles Basin, there is a reasonable potential that the development that would occur under the proposed project would be located on a site with previously unknown paleontological resources. Therefore, without mitigation, the proposed project would result in a significant impact related to paleontological resources.	<b>CR10</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require that during excavation and grading, if paleontological resources are uncovered, all work in that area shall cease and be diverted so as to allow for a determination of the value of the resource. Construction activities in that area may commence once the uncovered resources are collected by a paleontologist and properly processed. Any paleontological remains and/or reports and surveys shall be submitted to the Los Angeles County Natural History Museum.	Less than significant.
Human Remains	Although the potential to disturb any human remains interred outside of formal cemeteries within the West Adams CPA is considered low, given the level of past human activity, it is possible that unknown human remains could be located on sites that would be developed under the proposed project. Therefore, without mitigation, the proposed project would result in a significant impact related to human remains.	<b>CR11</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require that if human remains are unearthed at a project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. No further disturbance shall occur until the Los Angeles County Coroner has made the necessary findings as to origin and disposition in accordance with California Health and Safety Code Section 7050.5. If the remains are determined to be those of a Native American, the Native American Heritage Commission (NAHC) in Sacramento shall be contacted before the remains are removed in accordance with Section 21083.2 of the California Public Resources Code.	Less than significant.
<b>GREENHOUSE GAS EMISSIONS - OPERATIONS</b>			
Greenhouse Gas Emissions	The increase in emissions from the proposed project would have the potential to interfere with implementation of the ClimateLA plan, and subsequently could interfere with the State’s ability to meet its goals under AB 32. Therefore, without mitigation, the proposed project would result in a significant impact related to operational GHG emissions.	<b>GHG1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ,” as defined in Section 3.4 of the Project Description, the City shall require developers to implement applicable GHG reduction measures in project design and comply with regulatory targets. Sources of GHG reduction measures include the California Attorney General’s Office <i>Addressing Climate Change at the Project Level</i> (January 6, 2010) document and the California Air Pollution Control Officers Association <i>Model Policies for Greenhouse Gases in General Plans</i> (June 2009) document.	Significant and unavoidable.
Applicable Plans, Policies, or Regulations	The increase in emissions from the proposed project would have the potential to interfere with implementation of the ClimateLA plan, and subsequently could interfere with the State’s ability to meet its goals under AB 32. Therefore, without mitigation, the proposed project would result in a significant operational impact related to GHG plans, policies, and regulations.	See Mitigation Measure <b>GHG1</b> above.	Significant and unavoidable.

TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>HAZARDS &amp; HAZARDOUS MATERIALS - OPERATIONS</b>			
Hazardous Materials Sites	Future development on a site previously occupied by a hazardous materials generating facility would have the potential to create a significant hazard to the public or the environment unless an environmental site assessment is conducted to determine potential risks and appropriate mitigation. Therefore, without mitigation, the proposed project would result in a significant impact related to hazardous materials sites.	<b>HM1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require a Phase I Environmental Site Assessment to be prepared to ensure that potential hazards are evaluated and mitigated. The assessment shall be prepared by a Registered Environmental Assessor (REA) in accordance with State standards/guidelines to evaluate whether the site or the surrounding area is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste or materials. Depending on the results of this study, further investigation and remediation may be required in accordance with local, State, and federal regulations and policies.	Less than significant.
<b>NOISE AND VIBRATION - CONSTRUCTION</b>			
Noise	Under both monitored and presumed noise levels, construction noise would increase ambient noise levels by more than 10 dBA and would exceed the significance thresholds for construction activities lasting more than one day and construction activities lasting more than ten days in a three month period. Therefore, without mitigation, the proposed project would result in a significant impact related to construction noise.	<b>N1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require all contractors to include the following best management practices in contract specifications: <ul style="list-style-type: none"> <li>• Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.</li> <li>• The construction contractor shall locate construction staging areas away from sensitive uses.</li> <li>• When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.</li> <li>• Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.</li> <li>• Construction equipment shall be equipped with mufflers that comply with manufacturers’ requirements.</li> <li>• The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.</li> </ul>	Significant and unavoidable.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
Ground Vibration	Vibration generated by pile drivers, clam shovels, and vibratory rollers would exceed the building damage standards depending on the distance from the source to the receptor. Therefore, without mitigation, the proposed project would result in a significant impact related to construction vibration.	See Mitigation Measure <b>N1</b> above, as well as:  <b>N2</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require project proponents to consider potential vibration impacts to historic buildings. The project proponents shall coordinate with the City to identify historic buildings located within 20 feet of general construction activity or 76 feet of pile driving activity. Projects with construction activity within these distances from historic buildings shall develop a Vibration Control Plan to mitigate potential impacts. The Vibration Control Plan shall be completed by a qualified structural engineer and include a pre-construction survey letter establishing baseline conditions at potentially affected buildings. The survey shall provide a shoring design to protect the identified land uses from potential damage. The structural engineer may recommend alternative procedures that produce lower vibration levels such as sonic pile driving or caisson drilling instead of impact pile driving. At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to impacted buildings. The letter shall include recommendations for any repair, as may be necessary, in conformance with the Secretary of the Interior Standards. Repairs shall be undertaken and completed in conformance with all applicable codes including the California Historical Building Code (Part 8 of Title 24).	Significant and unavoidable.
<b>NOISE AND VIBRATION - OPERATIONS</b>			
Noise	Based on guidance provided by the Federal Transit Administration, Light-Rail Transit can generate impacts at land uses within 350 feet and with an unobstructed view of the rail line. Land uses within 175 feet and with an obstructed view of the rail line may also be impacted. Development would potentially be located within 350 feet of the Expo Light Rail Transit Line. Therefore, without mitigation, the proposed project would result in a significant impact related to transit noise exposure.	<b>N3</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require proposed industrial projects located within 1,000 feet of a residential land use to complete a noise study using the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide. Identified impacts shall be mitigated per the City’s Noise Ordinance.  <b>N4</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ”, as defined in Section 3.4 of the Project Description, the City shall require that proposed land uses within 175 feet with an obstructed view or 350 feet with an unobstructed view of the Exposition Light Rail Transit Line to complete a noise study using the significance thresholds established in the City of Los Angeles CEQA Thresholds Guide. Identified impacts shall be mitigated per the City’s Noise Ordinance.	Less than significant.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>PUBLIC SERVICES - OPERATIONS</b>			
Police	New developments associated with the proposed project could result in the need for increased police protection services on site. Therefore, without mitigation, the proposed project would result in a significant impact related to police protection services.	<b>PS1</b> As a condition of approval for any Discretionary or “ <i>Active Change Area Project</i> ,” as defined in Section 3.4 of the Project Description, the City shall require that each applicant provide project plans to the Los Angeles Police Department (LAPD). Per department standards, the LAPD will determine if any additional crime prevention and security features (e.g. natural surveillance, natural access control, territorial reinforcement and other CPTED strategies/ design recommendations) would be available that are consistent with the development standards as applied to the design of the project. Any additional design features identified by the LAPD shall be incorporated into the project’s final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.	Less than significant.
Public Parks	The population increase, due to implementation of the proposed project, would cause significant impacts to public parks and recreational facilities. Therefore, without mitigation, the proposed project would result in a significant impact related to public parks.	No feasible mitigation measures were identified to reduce the significant impact related to public parks to less than significant. Therefore, the proposed project would result in a significant and unavoidable impact related to public parks.	Significant and unavoidable.
Public Libraries	The majority of the projected increase in population would likely use the Washington Irving and Baldwin Hills Libraries and would likely require the expansion of existing libraries or the development of a new library. Therefore, without mitigation, the proposed project would result in a significant impact related to public libraries.	No feasible mitigation measures were identified to reduce the significant impact related to public libraries to less than significant. Therefore, the proposed project would result in a significant and unavoidable impact related to public libraries.	Significant and unavoidable.

**TABLE 2-2: SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact Category	Significant Impact	Mitigation Measures	Significance After Mitigation
<b>TRANSPORTATION &amp; TRAFFIC - OPERATIONS</b>			
Circulation System	Reductions in roadway capacity along major corridors required to provide proposed bike lanes encourage vehicles passing through the West Adams CPA to reroute around the West Adams CPA. Therefore, the localized reductions in VMT would not necessarily result in a regional benefit as increases in VMT would likely be experienced around the West Adams CPA.	No feasible mitigation measures were identified to reduce the significant impact related to the circulation system to less than significant, because none of the three proposed TIMP scenarios would maintain the same number (or fewer) of segments at LOS E or F when compared to existing (Year 2008) conditions.	Significant and unavoidable.
Congestion Management Plan	Implementation of the proposed project regarding walking, bicycling, transit use, transit-oriented development, and TDM would serve to reduce vehicle trips and improve mobility within the West Adams CPA. However, since there is no feasible mitigation within the existing right-of-way, and taking additional right-of-way for vehicular traffic may conflict with a number of other pedestrian and transit-oriented policies, the proposed project would result in a significant and unavoidable impact related to the CMP.	No feasible mitigation measures were identified to reduce the significant impact related to the CMP to less than significant, because taking additional right-of-way for vehicular traffic would conflict with a number of other policies.	Significant and unavoidable.

**SOURCE:** TAHA, 2012.