

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS FOR THE FINAL ENVIRONMENTAL IMPACT REPORT

AVIATION STATION PROJECT

County Project No. TR070853-(2)
Vesting Tentative Tract Map No. 070853
General Plan Amendment No. RPA200900002
Zone Change No. RZC200900002
Conditional Use Permit No. RCUP200900024
Parking Permit No. RPKP201000008
Aviation Permit No. RAV201000003
Environmental No. RENV200900024

STATE CLEARINGHOUSE NO. 2009051097

County of Los Angeles, Board of Supervisors

November 2011

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SECTION 1.0 INTRODUCTION

The County of Los Angeles (“County”) Board of Supervisors (“Board”) hereby certifies and finds that the Aviation Station Project Final Environmental Impact Report (“Final EIR”), State Clearinghouse No. 2009051097, has been completed in accordance with the California Environmental Quality Act (“CEQA”) (Public Resources Code Sections 21000, *et seq.*) and the State CEQA Guidelines (the “CEQA Guidelines”) (14 California Code of Regulations Sections 15000, *et seq.*). The Aviation Station Project Final EIR consists of the following documents: (1) January 2011 Draft Environmental Impact Report (Draft EIR), (2) January 2011 Technical Appendices to the Draft EIR, (3) April 2011 Final EIR, which includes the Responses to Comments and the Mitigation Monitoring and Reporting Program (“MMRP”), and (4) October 2011 Additional Section to the Final EIR, Analysis of Revised Project Description.

The Board hereby further certifies that it received, reviewed and considered the information contained in the following: (i) the Final EIR; (ii) the applications for Vesting Tentative Tract Map No. 070853, General Plan Amendment No. RPA200900002, Zone Change No. RZC200900002, Conditional Use Permit No. RCUP200900024, Parking Permit No. RPKP201000008, and Aviation Permit No. RAV201000003; and (iii) all hearings, and submissions of testimony from County officials and departments, the Applicant, (as defined below), the public, other public agencies, community groups, and organizations. Concurrently with the adoption of these findings, the Board adopts an MMRP, provided as Attachment A.

Having received, reviewed, and considered the foregoing information, as well as any and all information in the administrative record and the record of proceedings, the Board hereby makes the following findings pursuant to, and in accordance with, CEQA Section 21081 and CEQA Guidelines Sections 15091.

1.1 PROJECT BACKGROUND

1.1.1 PROJECT LOCATION

The Aviation Station project site is comprised of approximately 5.9 gross acres located within both the unincorporated community of Del Aire in Los Angeles County and within the City of Los Angeles. Currently, the project site is partially bisected by the West 116th Street cul-de-sac. The portion of the project site south of West 116th Street is referred to as Lot 1 and is privately-owned (located within the unincorporated County of Los Angeles); the portion of the project site north of and including West 116th Street is referred to as Lot 2 (located within the City of Los Angeles) and is owned by the California Department of Transportation (Caltrans) and the City of Los Angeles.

The Aviation Station project site is bound by Aviation Boulevard to the west; West 117th Street to the south; Judah Avenue to the east; and the existing Metropolitan Transportation Authority (Metro) Green Line Aviation/LAX Station to the north. Regional access to the project site is provided by Interstate (I) 105 (Glenn M. Anderson Freeway), which is located approximately 260 feet north of the project site, and I-405 (San Diego Freeway), which is located approximately 0.5 mile to the east.

1.1.2 DESCRIPTION OF ORIGINAL PROJECT DESIGN

The, Kroeze Family, LLC, Kroeze, Inc. and Metro (“Applicant”) originally proposed the redevelopment of the project site with a mixed-use, transit-oriented development that would divide the project site into two lots: Lot 1 (southerly lot) and Lot 2 (northerly lot). All existing land

uses within Lot 1, including 11 residences (7 single-family homes and 2 duplexes), a 4,568 square foot (sf) commercial structure (Wild Goose Restaurant/Bar), an 8-room motel (Aviation Motel), and surface parking, would be demolished. The existing on-site Metro bus terminal within Lot 2 would be relocated to a portion of the off-site existing Caltrans Park-and-Ride Lot as a part of the proposed off-site improvements. The originally proposed site plan is depicted in Exhibit 2-1 in Section 2.0, Environmental Setting and Project Description, of the Draft EIR and depicts both the Aviation Station Project as well as the off-site improvements to the north. The original project would develop a total of 390 residential units and 29,500 square feet (sf) of commercial. Lot 1 would include 278 residential units and 8,000 sf of commercial and leasing office space within the 3.2-acre, and Lot 2 would contain 112 residential units and 21,500 sf of commercial within the 2.7-acre. The commercial uses may include retail, restaurant, and other service industry uses. The residential units within Lot 1 would be developed as for-sale condominium units and townhouses, and the residential units within Lot 2 would be developed as rental apartments.

The originally proposed 20 two-story townhomes would be developed along West 117th Street and Judah Avenue, and the remaining residential units would be located behind the townhomes within four buildings (1A, 2A, 1B, and 2B) each of which includes 4 levels. The four buildings would be built upon a podium level (Level 1) and would be separated from each other by community open space areas (swimming pool, barbeque areas, tot-lot, etc.) and pedestrian corridors. The original project would provide a total of 797 parking spaces through construction of one level of subterranean parking that would underlie the majority of Lot 1 and Lot 2, and through provision of surface off-street parking at the street/ground level. The subterranean parking level would be designated for residential parking only (154 spaces for apartment residents and 349 for condominium residents). There will be 312 tandem parking spaces within the subterranean parking structure that will be provided for project residents only; not for guest or commercial use. Street-level parking would be available for residents (6 spaces for apartment residents and 72 for condominium residents), guests of the residents (28 spaces for apartment guests and 70 spaces for condominium guests), employees/visitors of the leasing office (12 spaces) and for commercial users (106 spaces).

The podium level (Level 1) would be constructed above the street/ground level. Vehicle access would include one driveway on West 117th Street and one driveway on Aviation Boulevard. Access to the subterranean parking garage would be located internal to the project site from these two driveways. There would be no vehicle access directly onto Judah Avenue or West 116th Street from the project site. A 28-foot wide emergency vehicle-only Fire Lane would be located between the existing off-site Metro Green Line Station north of Lot 2 and buildings 2A/2B within Lot 2. The fire lane may also restrict pedestrian access to the intersection of Judah Avenue and West 116th Street. The driveways on West 117th Street (28-foot wide) and on Aviation Boulevard (40-foot wide) would also serve as fire lanes.

Approximately 6.1 acres of off-site property owned by Caltrans located immediately to the north of the project site would be improved as a part of the original project, as shown on Exhibit 2-1, Site Plan, in Section 2.0, Environmental Setting and Project Description, of the Draft EIR. The "Caltrans Off-site Project Area" includes the relocated 1.85-acre Metro bus terminal, the reconfiguration of the 3.65-acre Caltrans Park-and-Ride Lot, and the reconfiguration of 0.6-acre of parking for the Caltrans Maintenance Facilities. The relocated Metro bus terminal, currently located within Lot 2 of the project site, would require the reconfiguration of the existing Caltrans Park-and-Ride Lot.

The Park-and-Ride Lot currently contains 400 spaces; after the reconfiguration, a total of 400 spaces would continue to be available, including 10 Americans with Disabilities Act (ADA)–compliant spaces. Therefore, the total number of parking spaces available to the users of the Park-and-Ride Lot would be unchanged with implementation of the original project. Additionally, the relocated Metro bus terminal would include five spaces reserved for Metro employee parking, which would be accessed separately from the Park-and-Ride Lot. The Caltrans Maintenance Facility building is located east of the “Caltrans Off-site Project Area”. Approximately 0.6-acre of parking stalls associated with the Caltrans Maintenance Facility would also be reconfigured to accommodate the relocated Metro bus terminal. The reconfigured parking for the Caltrans Maintenance Facility would continue to provide a total of 50 spaces for Caltrans employee parking. The Metro Green Line Aviation/LAX Station located to the north of the project site would remain unchanged with the original project implementation.

Other off-site improvements involve upgrades/replacement of existing infrastructure/utilities, as needed, to support the proposed development. Infrastructure improvements to storm drains, wastewater, water, and dry utilities would be needed to connect to existing facilities within or adjacent to the project site. All utilities would be placed underground. A traffic signal would be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway would feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility surface parking lots.

1.2 REVISED PROJECT DESIGN

The originally proposed project was presented to the County of Los Angeles Regional Planning Commission (“Commission”) on February 16, 2011, and was continued to the April 20, 2011, public hearing. At the April public hearing, the Commission approved Vesting Tentative Tract Map (VTTM) No. 070853 and the associated conditional use and parking permits for the original project and recommended approval by the Board of the General Plan Amendment and Zone Change required for the original project. The Board considered the original project at the October 25, 2011, public hearing. The Board directed the project Applicant to make revisions to the original project and continued the public hearing to November 8, 2011.

On August 18, 2011, in anticipation of these revisions, the project Applicant submitted a revised project including the revised VTTM No. 070853 dated August 18, 2011 (“Project”) to the County of Los Angeles Department of Regional Planning (DRP) for review and comment. The revisions generally include elimination of the podium level, the site ingress/egress from West 117th Street, and the subterranean parking on Lot 1; reduction in residential units and commercial space; and the phased development of Lot 1 and Lot 2. The Project was presented to the Subdivision Committee for review on September 29, 2011, and was considered by the Board at the November 8, 2011 continued public hearing.

1.2.1 DESCRIPTION OF PROJECT

The main changes made to the original project design in response to the direction of the Board include:

- Removal of podium deck design;
- Elimination of site ingress/egress from West 117th Street;
- Elimination of subterranean parking garage under Lot 1;
- Revised on-site parking, including an aboveground parking structure on Lot 1;

- Phased development of Lot 1 (Phase 1) and Lot 2 (Phase 2);
- Reduction of overall number of residential units from 390 to 376;
- Modifications to utility infrastructure;
- Reduction in overall square footage of commercial space from 29,500 sf to 17,180 sf; and,
- Addition of 16,903 sf of community space, which could be used for community recreation rooms, a Sheriff convenience station, bicycle storage units, residential storage, leasing office, and/or other similar uses.

The Project location and surrounding physical environment, as discussed in Sections 2.1 and 2.2 of the Draft EIR, remain unchanged. Unless otherwise noted below, the information set forth in the Draft EIR remains accurate for the Project. There are no changes proposed for the Caltrans Off-Site Project Area and the analysis regarding these off-site components in the Draft EIR remains unchanged.

The Project replaces the podium design and four residential towers with three five-story street-level buildings and a five-level aboveground parking garage on Lot 1. Lot 2 includes subterranean parking as well as surface parking spaces south and east of the buildings on Lot 2. A total of 667 parking spaces are proposed for the entire Project, which is 130 fewer spaces than planned for the original project. Table 1-1 compares the development summary data from the original project with the Project.

**TABLE 1-1
AVIATION STATION TOTAL DEVELOPMENT SUMMARY**

Site Summary	Original Project	Revised Project	Difference
Lot Area – Net	5.78 acres (251,777 sf)	5.78 acres (251,777 sf)	N/A
Lot Area – Gross	5.90 acres (257,004 sf)	5.90 acres (257,004 sf)	N/A
Residential Units	390	376	(-14)
Commercial (sf)	29,500	17,180	(-12,320)
Community Space (sf)	0	16,903	16,903
Lot Coverage (sf)	170,491	117,900	(-52,591)
Open Space ^a (sf)	92,114	117,731	25,617
<small>sf: square feet; du/ac: dwelling unit per acre ^a Includes all common and private landscape and hardscape outdoor use areas</small>			

As shown in Table 1-1 above, the amount of commercial development is reduced by 12,320 sf, while 16,903 sf of community space—including a potential leasing office, residential storage, recreation rooms, bicycle storage, and a Sheriff convenience station—is introduced into the Project. The community space is provided for Project residents; however, bicycle storage may be available to transit users who bike to the Metro Station in lieu of driving and Sheriff convenience station would be available to the public. Residential development is reduced overall by 14 units and the amount of open space, including all common and private landscape areas as well as hardscape outdoor use areas, is increased by 25,617 sf.

The private (for residents only) internal open space areas are reconfigured due to the change in building orientation. The swimming pool is relocated to the southwestern portion of the site, while the courtyard areas would still be enclosed on all sides by the residential units. However the outdoor amenities remain generally unchanged from what was analyzed in the Draft EIR. These outdoor use areas include a pool with a forecourt, terraces, courtyards, community

barbeque areas, water features, outdoor fireplace, a fire pit, large-scale pottery and in-ground landscaping, and outdoor furniture. The tot lot has been eliminated from the outdoor use areas.

The public street separating Lot 1 and Lot 2—West 116th Street—will provide access to the Project. As part of the Lot 2 development (Phase 2), West 116th Street will be converted into a private driveway and fire lane. Ingress/egress from West 117th Street is eliminated in the Project, and all land uses within Lots 1 and 2 will access the site from West 116th Street (i.e. driveway at intersection of West 116th Street and Aviation Boulevard). The 28-foot-wide emergency-vehicle-only Fire Lane located between the existing Metro Green Line Station and Lot 2 remains the same as in the original project. The landscaping palette, signage and graphics, and “retail plaza” area adjacent to Green Line Station, as described in the Draft EIR, remain unchanged.

Utilities

Due to the elimination of the subterranean parking garage on Lot 1 and reduction of the subterranean garage footprint on Lot 2 to the north, the removal and relocation of a segment of the existing Dominguez Channel reinforced concrete box (RCB) structure beneath Aviation Boulevard and West 116th Street is unnecessary. All other drainage infrastructure improvements, including the on-site underground infiltration system beneath the proposed parking lot located north of the intersection of Judah Avenue and West 116th Street, are still included in the Project. However, the utilities would be altered to accommodate the phasing, including the installation of two underground infiltrations systems in each phase rather than one, and adjustments to the number of new catch basins. These changes are outlined in the revised mitigation measure (MM) MM 3.2-1 and MM 3.2-2 discussed in Section 3.2, Flood Hazards, of this document.

Lot 1 Design

The Project includes development of 264 condominium units and 8,720 sf of community space within one building on Lot 1. The Project eliminates the subterranean parking garage within Lot 1. All parking for the leasing office and for residents/guests on Lot 1 will be located within an aboveground parking garage accessed from the parking garage driveway ingress/egress from West 116th Street. The top floor of the above ground parking garage would be uncovered and may be installed with accessory equipment. The ingress/egress from West 117th Street proposed in the original project is eliminated.

In addition, the 20 two-story townhomes are replaced with 16 separate single-story units (stacked to two-stories for a total of 32 units) of residential flats that maintain the same exterior façade as previously planned for the townhomes. These residential flats will be developed along West 117th Street and Judah Avenue, facing the existing single-family homes adjacent to the Project site, while the leasing office and residential storage within the community space will be developed to face Aviation Boulevard to the west. The proposed flats facing Judah Avenue and West 117th Street will be two-levels and stepped up to five levels behind these flats. The structural height of the residential buildings and setbacks along Judah Avenue and West 117th Street remain unchanged. Table 1-2 compares the development summary data from the originally proposed Lot 1 with the revised Lot 1.

As shown in Table 1-2, Lot 1 contains no commercial uses. The commercial area in the original project is replaced with community space, including recreation rooms, a leasing office, and residential storage. The residences within Lot 1 are reduced by 14 units and the corresponding development density, floor-to-area ratio (FAR), and lot coverage are also reduced. The amount of open space within Lot 1, including all common and private landscape areas as well as hardscape outdoor use areas, is increased by 21,848 sf.

**TABLE 1-2
AVIATION STATION LOT 1 DEVELOPMENT SUMMARY**

Site Summary	Original Lot 1	Revised Lot 1	Difference
Lot Area - Net	3.15 acres (137,214 sf)	3.15 acres (137,214 sf)	N/A
Lot Area - Gross	3.20 acres (139,392 sf)	3.20 acres (139,392 sf)	N/A
Residential Units	278	264	(-14)
Commercial (sf)	8,000	0	(-8,000)
Community Space (sf)	0	8,720	8,720
Density (# units/gross lot area)	71.28	67.69	(-3.59)
Net Density (# units/net lot area)	88.3	83.8	(-4.5)
Floor-to-Area Ratio (FAR)	2.43	2.08	(-0.35)
Lot Coverage (sf)	116,223	87,025	(-29,198)
Open Space ^a (sf)	43,826	65,674	21,848
sf: square feet; du/ac: dwelling unit per acre			
^a Includes all common and private landscape and hardscape outdoor use areas			

The original project included shared parking for Lots 1 and 2; however, the Project includes separate parking allotments for the two lots. The overall methodology for determining the appropriate number of parking spaces for the various land uses is consistent with the Draft EIR. The Lot 1 Unit and Parking Summary is presented in Table 1-3 below.

**TABLE 1-3
LOT 1 UNIT AND PARKING SUMMARY**

Site Summary	Quantity	Gross Area (sf)	Parking Ratio	Parking Spaces
Residential Total Units				
A- Studio	24	580	1.25	30
B- 1BR/1BA	136	633	1.25	170
C- 1BR/1BA	28	864	1.25	35
D- 2BR/2BA	35	945	2.25	78.75
E- 2BR/2BA	41	1035	2.25	92.25
Community Space (sf)	N/A	4,440	N/A	N/A
Leasing (sf)	N/A	1,580	1/250	6
Residential Storage (sf)	N/A	2,700	N/A	N/A
Total	264			412

A total of 412 parking spaces are proposed within the parking structure, including 340 for residents, 66 for guests, and 6 for the leasing office. Lot 1 would contain 27 tandem parking spaces (6 located on Level 2; 7 located on Levels 3, 4, and 5) and a total of 48 uncovered residential parking spaces would be located on the top level of the parking structure. The proposed parking for Lot 1 meets the parking standards defined by the Hearing Officer as defined by the MXD zone.

Lot 2 Design

The development of Lot 2 will generally remain as the originally proposed project. The number of “for rent” units remains at 112; however, the amount of commercial has been reduced by 4,320 sf. Additionally, 8,183 sf of community space has been introduced into Lot 2. Table 1-4 compares the development summary data from the originally proposed Lot 2 with the revised Lot 2.

**TABLE 1-4
AVIATION STATION LOT 2 DEVELOPMENT SUMMARY**

Site Summary	Original Lot 2	Revised Lot 2	Difference
Lot Area - Net	2.63 acres (114,563 sf)	2.63 acres (114,563 sf)	N/A
Lot Area - Gross	2.70 acres (117,612 sf)	2.70 acres (117,612 sf)	N/A
Residential Units	112	112	N/A
Commercial (sf)	21,500	17,180	(-4,320)
Community Space (sf)	0	8,183	8,183
Density (# units/gross lot area)	38.36	38.36	N/A
Net Density (# units/net lot area)	42.6	42.6	N/A
Floor-to-Area Ratio (FAR)	1.36	1.31	(-0.05)
Lot Coverage (sf)	54,268	30,875	(-23,393)
Open Space ^a (sf)	48,288	52,057	3,769
sf: square feet; du/ac: dwelling unit per acre			
^a Includes all common and private landscape and hardscape outdoor use areas			

As shown in Table 1-4 above, Lot 2 contains both commercial uses, which are decreased by 4,320 sf, and new community uses. Residential units and density of development within Lot 1 remain unchanged, but the FAR and lot coverage are reduced. The amount of open space within Lot 2, including all common and private landscape areas as well as hardscape outdoor use areas, is increased by 3,769 sf.

As previously discussed, the original project included shared parking for Lots 1 and 2; however, the Project includes separate parking allotments for the two lots. Unlike Lot 1, Lot 2 includes one level of subterranean parking in addition to surface parking spaces to the south and east of the buildings on Lot 2. Of the total 255 parking spaces in Lot 2, 79 are surface parking spaces and 176 are located within the subterranean parking garage. The 255 parking spaces include 155 spaces for residential, 28 spaces for guests, 69 spaces for retail, and 3 spaces for Sheriff convenience station parking. Of the 155 residential parking spaces, a total of 23 spaces are tandem. Access to the subterranean parking is from Aviation Boulevard to West 116th Street and is located near the southeastern corner of Lot 2. Although the residential parking ratio is reduced slightly, the overall methodology for determining the appropriate number of parking spaces for the various land uses is consistent with the Draft EIR. The proposed parking for Lot 2 meets the parking standards defined by the Hearing Officer as defined by the MXD zone. The Lot 2 Unit and Parking Summary is presented in Table 1-5 below.

**TABLE 1-5
LOT 2 UNIT AND PARKING SUMMARY**

Site Summary	Quantity	Gross Area (sf)	Parking Ratio	Parking Spaces
Residential Total Units				
<i>B- 1BR/1BA</i>	60	633	1.25	75
<i>E- 2BR/2BA</i>	36	1035	2.01	72
<i>F- 3BR/2BA</i>	16	1,161	2.25	36
Community Space (sf)	N/A	3,940	N/A	N/A
Commercial/Retail (sf)	N/A	17,180	1/250	69
Bicycle Storage (sf)	N/A	3,611	N/A	N/A
Sheriff Convenience Station (sf)	N/A	632	1/250	3
Total	112			255

The parking ratios depicted on Table 1-5 are required on the Conditional Use Permit conditions of approval.

Construction Activities

The Project will be developed in two phases. Phase 1 includes construction activities only on Lot 1 and involves the demolition of 11 residences (7 single-family homes and 2 duplexes), a 4,568-sf business/commercial structure (Wild Goose Restaurant/Bar), and an 8-room motel (Aviation Motel), followed by site grading and excavations for utility improvements. Due to the elimination of the subterranean parking structure on Lot 1, a substantial portion of the approximately 56,000 cubic yards (cy) of soil resulting from excavations on Lots 1 and 2 will not require excavation or export. Additionally, because the Dominguez Channel RCB structure will not be relocated, the excavation of approximately 3,300 cy of material and the export of 2,165 cy of material will not be required. The original Project anticipated approximately six weeks for excavations and soil export for Lots 1 and 2. Elimination of the subterranean parking structure will considerably reduce the time required for soil exports, thereby decreasing the construction schedule for Lot 1. Once the site is graded, construction of the community spaces and residential units will begin.

Phase 2 involves demolition and construction activities within Lot 2 and the Caltrans Off-site Project Area. Improvements to the Caltrans Off-site Project Area will occur first in order to allow the relocation of the Metro bus terminal. Once the Caltrans Off-site Project Area improvements are complete and functional, the demolition of the existing Metro bus terminal on Lot 2 will begin. Excavations for the subterranean parking structure under Lot 2 will then begin, followed by the construction of the commercial spaces, community spaces, and residential units.

Due to the multi-agency involvement required for development of Phase 2, it is unlikely that implementation of Phase 1 and Phase 2 will occur concurrently. Phase 1 is anticipated to commence mid-2012 and will require approximately 14 months to complete. Phase 2 may require approximately 18 months to complete.

1.2.2 CEQA PROCESSING

Section 15088.5 of the CEQA Guidelines sets forth the requirements for the recirculation of an EIR prior to certification:

A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The above Project design revisions were evaluated in the Final EIR, where it was determined that the revisions would result in reduced impacts to almost all environmental factors, and would not result in any new significant impact. Therefore, recirculation of the Draft EIR is not warranted.

1.2.3 DISCRETIONARY ACTIONS

The Aviation Station Project requires the following discretionary approvals by the County of Los Angeles and other public agencies, as described below, to be implemented:

Vesting Tentative Tract Map No. 070853 (dated August 18, 2011)

The Project Applicant/Developer is requesting a vesting tentative tract map to create two lots on 5.9 gross acres to accommodate a mixed use development consisting of a total of 376 residential units, which include 264 condominium units and 112 apartment units, along with approximately 17,180 square feet of commercial/retail space and 16,903 square feet of community space. Lot 1 will be developed with 264 condominium units and 8,720 square feet of community space; and Lot 2 will be developed with 112 apartment units, 8,183 square feet of community space, and 17,180 square feet of commercial/retail space.

General Plan Amendment

A General Plan Amendment is required to amend the 3.2-acre portion of the Project site that is located within unincorporated County of Los Angeles from Countywide General Plan Category 1, Low Density Residential to Category 4, High Density Residential; and to pre-designate as Category 4 the 2.7-acre portion of the Project site that is located within the City of Los Angeles. The City-portion of the Project site is currently designated as Public Facility under the City of Los Angeles General Plan.

Zone Change

A Zone Change is required to change 0.9 acres of the Project site portion that is located within unincorporated County from C-1 (Restricted Business) zone and 2.3 acres from R-1 (Single-Family Residences) zone to MXD-84U-DP (Mixed Use Development-84 dwelling units per net acre-Development Program) zone; and to pre-zone the 2.7-acre portion of the Project site that is located within the City of Los Angeles as MXD-43U-DP (Mixed Use Development-43 dwelling units per net acre-Development Program). The City portion of the Project site is currently zone PF (Public Facilities) pursuant to the City of Los Angeles Planning and Zoning Code. The DP-Development Program will ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area. As applied to this case, the conditional use permit will authorize the development of a mixed use development on the Project site.

Conditional Use Permit

A Conditional Use Permit (CUP) is required to ensure compliance with the requirements and standards of the proposed MXD and Development Program zone pursuant to Sections 22.40.520(B) and 22.40.040 of the Los Angeles County Code for the proposed development and to ensure that development occurring after rezoning will conform to the approved plans and be compatible with the surrounding area.

Parking Permit

A Parking Permit is required pursuant to County Code Section 22.56.990(C) to allow for tandem parking on Lot 1 and Lot 2.

LAFCO Boundary Modification

The Project requires a modification to the County of Los Angeles and City of Los Angeles boundaries involving “detachment” through LAFCO, to allow the entire Project site (including a portion of West 116th Street) to become part of unincorporated County of Los Angeles. All of Lot 2 and a portion of the West 116th Street right-of-way would be included in the detachment.

Water Service Area Boundary Adjustment

The Project requires an adjustment of the respective service areas of the City of Los Angeles Department of Water and Power and the Golden State Water Company (GSWC); the latter agency would then serve the entire Project site.

Consolidated Sewer Maintenance District Annexation

The County of Los Angeles Department of Public Works' Consolidated Sewer Maintenance District is responsible for the maintenance of the local sewers within the unincorporated County area. Therefore, sewer development within the entire Project area is required to be annexed into the Consolidated Sewer Maintenance District.

Aviation Permit

The Project requires an Aviation Permit to establish consistency with the Los Angeles County Airport Land Use Plan.

Caltrans Encroachment Permit

The Project requires an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned parking lot.

Metro Ownership of Lot 2

The Project requires the sale of the Caltrans-owned portion of Lot 2 to Metro. Once under Metro ownership, Lot 2 would then be leased to the Project Applicant/Developer.

Metro Encroachment Permit(s)

The Project may require permits for special operations related to the use of construction equipment in proximity to the electrified OCS (Overhead Catenary System).

1.2.4 PROJECT OBJECTIVES

As described in Section 2.5 of the Draft EIR, the following project-specific objectives have been identified for the original Aviation Station Project and remain applicable to the Project:

- Objective 1:** To minimize the County’s “carbon footprint” through the development of a mixed-use, transit-oriented community that encourages residents to work and shop in close proximity to their homes and/or use alternative forms of transportation, thereby reducing their need for automobile trips.
- Objective 2:** To provide a diverse housing stock of various sizes, including rental units and for-sale properties, located in close proximity to major regional employers.
- Objective 3:** To develop a walkable community that provides for safe and convenient pedestrian movement and opportunities for residents, employees, and visitors to interact.
- Objective 4:** To utilize the existing urban infrastructure, such as existing wet and dry utilities and roadways, through the construction of urban infill development, thereby assisting to preserve existing rural open green spaces and associated biological resources.
- Objective 5:** To design an aesthetically pleasing Project with visual continuity through the careful and consistent application of high quality building, landscape, and hardscape design and materials.
- Objective 6:** Incorporate Project design features and building specifications that promote sustainability, energy efficiency, water conservation, and greenhouse gas emission reductions.
- Objective 7:** Primarily orient the residential condominium toward the existing single-family residential neighborhood and the commercial businesses toward the existing transit facilities and Aviation Boulevard in order to provide a transition between the residential neighborhood and nearby transit-related and industrial land uses.
- Objective 8:** To implement the goals and policies of the *County of Los Angeles General Plan* to ensure that development of the site is accomplished consistent with these applicable goals and objectives.

1.3 ENVIRONMENTAL IMPACT REPORT PROCESS

In accordance with CEQA Guidelines Section 15063, the County prepared an Initial Study (dated April 16, 2009) for the originally proposed project and, based on that Initial Study, the County determined that an EIR was required.

On May 20, 2009, in accordance with CEQA Guidelines Section 15082, the County distributed a Notice of Preparation (“NOP”) to the State Clearinghouse, responsible agencies, and other interested parties to solicit comments on the proposed content of the Draft EIR. The NOP was circulated for a 30-day comment period which ended June 22, 2009. A Scoping Meeting was held on June 11, 2009 in the unincorporated community of Del Aire at the Del Aire Park Community Room to present the original project and solicit comments from the public. The NOP (including the Initial Study), comment letters received by the County, and Scoping Meeting comments are contained in Appendix A of the Draft EIR. All comments received on the NOP/Initial Study for the original project were reviewed and considered and, where appropriate, incorporated into the scope of the Draft EIR.

The Draft EIR evaluated the following potentially significant environmental impacts of the original project: Geotechnical Hazards; Flood Hazards; Fire Hazards; Noise; Water Quality; Air Quality; Cultural Resources; Visual Qualities; Traffic/Access; Sewage Disposal; Education; Fire/Sheriff Services; Utilities/Other Services; Environmental Safety; Land Use; Population, Housing, Employment, and Recreation; Climate Change; and Growth-inducing Impacts. The Draft EIR analyzed both project and cumulative effects of the original project on these topics and identified a variety of mitigation measures to minimize, reduce, avoid, or compensate for the potential adverse effects of the originally proposed project. The Draft EIR also analyzed a number of potential alternatives to the originally proposed project, including: Alternative 1: No Project/No Development, Alternative 2: Existing General Plan and Zoning, Alternative 3: Reduced Scale/Reduced Density, and Alternative 4: No Subterranean Parking. Potential environmental impacts of each of these alternatives were discussed at the CEQA-prescribed level of detail and comparisons were made to the originally proposed project.

After conducting its own internal departmental review and analysis of the originally proposed project through the screencheck process, the Draft EIR was submitted to the State Clearinghouse/Governor's Office of Planning and Research, and was circulated for a 45-day public review period extending from January 11, 2011 through February 24, 2011. The Notice of Public Hearing and Notice of Completion and Availability of the Draft EIR were published in the Daily Breeze and La Opinion newspapers, and a public hearing notice was sent to property owners within a 500-foot radius of the proposed Project site and to known interested individuals and organizations. The public hearing notice was also posted at the Project site. The Draft EIR and the technical appendices were made available on the County's website at <http://planning.lacounty.gov/case/view/tr070853/> and at the libraries listed below:

Hawthorne Library
12700 Grevillea Ave.
Hawthorne, CA 90250

Lennox Library
4359 Lennox Blvd.
Lennox, CA 90304

Wiseburn Library
5335 West 135th St.
Hawthorne, CA 90250

Copies of the Draft EIR were also available for public review Monday through Thursday, 7:30 a.m. to 5:30 p.m. at: Los Angeles County Department of Regional Planning, Impact Analysis Section, Room 1348; 320 West Temple Street; Los Angeles, CA 90012.

The Commission conducted a public hearing on the original project on Wednesday, February 16, 2011, at 9:00 a.m. in the Regional Planning Commission Hearing Room, 320 West Temple Street, Los Angeles, CA 90012, and heard a presentation by Staff and the Project Applicant. After public testimony was received from eight members of the public, the Commission recommended that a community meeting be held and continued the public hearing to April 20, 2011.

A community meeting was held on March 26, 2011 at the Del Aire Park, 12601 South Isis Avenue, Hawthorne, CA 90251. In response to community concerns regarding potential project-related trips using Judah Avenue to access the Project site, additional optional features were proposed for the original project. These optional features were not required to mitigate potential project-related traffic impacts that were concluded in the Draft EIR to be less than significant with implementation of originally proposed project mitigation measures ("MMs"). Therefore, these optional project features were proposed to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County. The following three optional traffic calming features were proposed: (1) right-turn egress only from the West 117th Street driveway, with all Project ingress from the Aviation Boulevard driveway; (2) curb extension to prohibit entrance onto West 117th Street from Judah Avenue; and (3) creation of landscaped medians on Judah Avenue between West 118th Street and West 120th Street.

The April 2011 Final EIR, which contains written responses to comments received during the noticed comment period, was completed and submitted to the State Clearinghouse/Governor's Office of Planning and Research, and distributed on April 7, 2011. Distribution of the Final EIR entailed providing copies of the Final EIR to public agencies and organizations that commented on the Draft EIR, and notifying individuals who commented on the Draft EIR of the Final EIR availability. The Final EIR was made available to the public on the County's website, at the Los Angeles County Department of Regional Planning, and at three public libraries located in the vicinity of the Project area. The Final EIR was prepared and distributed in accordance with CEQA Guidelines Section 15088, which requires that written responses be provided at least 10 days prior to certifying an environmental impact report.

On April 20, 2011, the Commission approved VTTM No. 070853 and the associated conditional use and parking permits for the original project and recommended approval by the Board of the General Plan Amendment and Zone Change required for the original project. The Board considered the original project at the October 25, 2011, public hearing. The Board directed the project Applicant to make revisions to the original project and continued the public hearing to November 8, 2011.

On August 18, 2011, in anticipation of these revisions, the Project Applicant submitted a revised Project to the DRP for review and comment. The revised Project was presented to the Subdivision Committee for review on September 29, 2011; was cleared of all departmental holds; and was allowed to proceed to the Board of Supervisors November 8, 2011, meeting. An additional section to the Final EIR, Section 6.0 (Analysis of Revised Project Design) was prepared to analyze the impacts of the Project.

As previously presented in Section 1.2.2, CEQA Processing, the Board finds that the Project does not require recirculation under CEQA Section 21092.1 and CEQA Guidelines Section 15088.5. CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." "New information is not 'significant' unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the Project's proponents have declined to implement. 'Significant new information' requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded."

In addition, CEQA Guidelines Section 15088.5(b) provides that "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR." The Board makes the following findings:

1. None of the public comments submitted to the County regarding the Draft EIR, including public statements and comments made at the Board hearings, responses to comments, or Project revisions presented any significant new information that would require the EIR to be re-circulated for public comments.
2. No new significant environmental impacts would result from new or modified mitigation measures proposed to be implemented.
3. The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.
4. The new information in the Final EIR has been provided merely to clarify or amplify information in the Draft EIR. The new information does not reveal that the Project would cause significant new impacts not previously identified in the Draft EIR.

1.4 AVIATION STATION PROJECT FINDINGS INTRODUCTION

The Findings made by the County, pursuant to CEQA Section 21081 and CEQA Guidelines Section 15091, on the consideration of the Aviation Station Project in the unincorporated Los Angeles County and the City of Los Angeles, California, are presented below. All significant impacts of the Project identified in the Final EIR are included herein and are organized according to the resources (environmental topics) affected.

The Findings in this document are for the Aviation Station Project and are supported by information and analysis from the Final EIR and other evidence in the administrative record. For each significant impact, a Finding has been made as to one or more of the following, in accordance with CEQA Section 21081 and CEQA Guidelines Section 15091:

- (1) *Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) *Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.*

Unless otherwise noted, the findings for the "Project" encompass the proposed construction and operation on Lot 1 and Lot 2 (the Project site), the Caltrans Off-site Project Area, and all other off-site utility improvements. A narrative of supporting facts follows the appropriate Finding. Whenever Finding "3" was made, the County has determined that there will be, even after mitigation, an unavoidable significant level of impact due to the project, and sufficient mitigation is not feasible to reduce the impact to a less than significant level. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by CEQA Guidelines Sections 15092 and 15093.

SECTION 2.0

FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS FOUND NOT TO BE SIGNIFICANT IN THE INITIAL STUDY

The County prepared and circulated for public review an Initial Study dated April 16, 2009 for the original Project, which determined that the following environmental topics would have no impact and thus did not warrant further study in the Draft EIR, and no mitigation measures are necessary. These Findings summarize the specific environmental topics and the rationale to not study them further in the Draft EIR.

2.1 BIOTA

The Project site and off-site Project areas (Caltrans Off-Site Project Area and off-site utility improvements) are fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource Area (ESHA). The Project site and off-site Project areas contain no native habitat or open space areas that could support native wildlife or sensitive species. There are no drainages, woodlands, wetlands, other special status, or otherwise sensitive biological resources on the Project site and off-site Project areas. In addition, there are no oak trees or unique native trees on the Project site and off-site Project areas. There would be no impact associated with biota and no further analysis of this issue in the Draft EIR is required.

2.1.1 REVISED PROJECT

The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to biological resources would result from Project implementation.

2.2 MINERAL RESOURCES

According to the Special Management Areas map in the County General Plan, no known mineral resources are located in the vicinity of the Project site. The Project site and off-site Project areas are currently fully developed with urban land uses (i.e., single family residential, commercial, public facilities), and the original project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The original project would not result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan, or other land use plan. There would be no impact associated with mineral resources and no further analysis of this issue in the Draft EIR is required.

2.1.2 REVISED PROJECT

The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to mineral resources would result from Project implementation.

2.3 AGRICULTURE RESOURCES

The original project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. There is no agricultural activity on the Project site or off-site Project areas, nor is the site zoned

for agricultural use. The original project would not involve other changes in the existing environment that could result in conversion of Farmland to non-agricultural use. There would be no impacts associated with agriculture resources and no further analysis of this issue in the Draft EIR is required.

2.1.3 REVISED PROJECT

The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to agriculture resources would result from Project implementation.

SECTION 3.0 FINDINGS REGARDING POTENTIAL ENVIRONMENTAL EFFECTS WHICH ARE NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

All EIR mitigation measures, as set forth in the MMRP (and provided as Attachment A) have been incorporated by reference in the conditions of approval for the Project. These MMs and conditions of approval will result in a substantial mitigation of the effects of the Project such that the effects are not significant or have been mitigated to a level of less than significant. Unless otherwise noted, text references in the text below to “Project site” include both the on-site and off-site Project components.

The Board has determined, based on the Final EIR, that MMs, Project Design Features (PDFs), and/or conditions of approval will reduce Project impacts to a less than significant level for the following environmental resource areas: Geotechnical Hazards, Flood Hazards, Fire Hazards, Noise (except long-term exterior noise levels), Water Quality, Air Quality (except short-term local PM10 and PM2.5 emissions), Cultural Resources, Visual Qualities, Traffic/Access, Sewage Disposal, Education, Fire/Sheriff Services, Utilities/Other Services, Environmental Safety, Land Use, Population, Housing, Employment, and Recreation, and Greenhouse Gas Emissions and Climate Change.

Due to the revised Project, some changes to the MMs presented in the Draft Environmental Impact Report (EIR) are required. These changes reflect the alterations to the revised Project and do not constitute a determination of new or more significant environmental impacts than disclosed in the Final EIR, but rather reflect the change in circumstances. Changes to the text of the applicable MMs are noted with **bold** (for added text) and ~~strikeout~~ type (for deleted text) in Section 3.0 of this document.

3.1 GEOTECHNICAL HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Fault Zones (Less than Significant Impact)
- (b) Landslides (No Impact)
- (c) Slope Instability (No Impact)
- (d) Subsidence (No Impact), High Groundwater Level (No Impact), Liquefaction (Less than Significant Impact with Mitigation), or Hydrocompaction (Less than Significant Impact with Mitigation)
- (e) Sensitive Use Proximate To a Significant Geotechnical Hazard (No Impact)
- (f) Substantial Grading (No Impact)
- (g) Expansive Soil (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding geotechnical hazards in Section 3.1 of the Draft EIR and the Geotechnical Report located in Appendix B of the Draft EIR, which are incorporated by reference herein.

(a) Fault Zones. The project site is not located within an Alquist-Priolo Earthquake Fault Zone or other known fault zones, and there are no known active or potentially active faults traversing the site. Therefore, while there is always the potential for unknown buried (or thrust) faults to be present on a site, the Geotechnical Report concludes that shallow ground rupture due to active faulting is unlikely and would represent a less than significant impact.

The project site would be susceptible to moderate to strong seismic ground shaking over the life of the original project from an earthquake on one or more active or potentially active regional faults. The Geotechnical Report concludes that the original project is feasible and that no geotechnical constraints were identified that could not be managed through standard engineering measures. The original project would be constructed in compliance with the County Building Code (as described in MM 3.1-1) and the recommendations contained in the County-approved Geotechnical Report (as described in MM 3.1-2). Therefore, with implementation of MMs 3.1-1 and 3.1-2, there would be less than significant impact related to seismic ground shaking.

(b) Landslides, (c) Slope Instability, and (f) Substantial Grading. The project site, Caltrans Off-Site Project Area, and surrounding areas are essentially flat. Therefore, there would be no impacts related to landslides, slope stability, or grading of slopes greater than 25 percent.

(d) Subsidence, High Groundwater Level, Liquefaction, or Hydrocompaction, and (g) Expansive Soil. The relevant project site and soil constraints investigated as part of the Geotechnical Report included: groundwater depth, seiche and tsunami, liquefaction, soil settlement/collapse, expansive soils, and corrosive soils. Based on a groundwater depth of 40 feet below ground surface, the project site location, the Geotechnical Report concluded that the original project is not susceptible to high groundwater conditions, seiche or tsunami, and there would be no impact. Based on laboratory testing of on-site soil samples, with conformance to the County Building Code (MM 3.1-1) and implementation of all geotechnical recommendations for the original project (MM 3.1-2), development of the original project would be feasible and would result in less than significant impacts related to expansive soils, liquefaction, soil settlement, or corrosive soils.

(e) Sensitive Use Proximate To a Significant Geotechnical Hazard. The original project would not be considered a sensitive use, although the existing off-site Metro Green Line could be considered a public assembly site. However, the original project would not make any adjustments to the existing Metro Green Line. The Geotechnical Report determined that site would not be subject to significant geotechnical hazards. Therefore, there would be no impact.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same as a result of implementation of the Project.

(a) Fault Zones. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the number of residents and customers exposed to fault zone hazards; therefore, no new or more significant impacts to fault zones would result from the Project with implementation of MM 3.1-1 and MM 3.1-2.

(b) Landslides, (c) Slope Instability, and (f) Substantial Grading. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to landslides, slope instability, or substantial grading would result from Project implementation.

(d) Subsidence, High Groundwater Level, Liquefaction, or Hydrocompaction, and (g) Expansive Soil. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR and would eliminate the excavations for the subterranean parking garage under Lot 1, thereby reducing impacts related to soil disturbance. Additionally, the Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the number of residents and customers exposed to these hazards. Therefore, no new or more significant impacts from subsidence, high groundwater level, liquefaction, hydrocompaction, or expansive soils would result from Project implementation.

(e) Sensitive Use Proximate To a Significant Geotechnical Hazard. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to sensitive uses proximate to a significant geotechnical hazard would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.1-1 The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.

MM 3.1-2 All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.

3.2 FLOOD HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Major Drainage Course (No Impact)
- (b) Flooding (No Impact)
- (c) High Mudflows (No Impact)
- (d) Erosion (No Impact)
- (e) Substantial Alteration of Existing Drainage Patterns (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding flood hazards in Section 3.2 of the Draft EIR and the Drainage Report located in Appendix C of the Draft EIR, which are incorporated by reference herein.

(a) Major Drainage Course, (b) Flooding, (c) High Mudflows, (d) Erosion. There are no major drainage courses within or adjacent to these original project areas, and the project site and surrounding areas are not located within a 100-year or a 500-year Federal Emergency Management Agency (FEMA) flood hazard area or subject to hazards from mudflows or erosion/debris flows. There would be no impact.

(e) Substantial Alteration of Existing Drainage Patterns. Implementation of the original project would alter the existing storm water runoff rates and volumes, and a portion of the Dominguez Channel located beneath the project site would be relocated approximately 120 feet to the north of its present location. To ensure that these alterations to the existing drainage pattern would not result in adverse impacts, the Final Drainage Concept/Hydrology, Standard Urban Stormwater Mitigation Plan (SUSMP), and Low Impact Development (LID) Study, as approved by the Los Angeles County Department of Public Works (LACDPW), would require full compliance with all applicable County storm water regulations (refer to MMs 3.2-1 through 3.2-6). Because the County-approved Drainage Concept for Tract Map No. 070853 did not include the review of the off-site improvements on the Caltrans-owned property, prior to the commencement of construction activities in the off-site, Caltrans-owned property, the original project Applicant/Developer must demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control best management practices (BMPs) pursuant to the requirements of the Caltrans Statewide Storm Water Management Plan (SWMP) and other applicable local, State, and federal regulations to the satisfaction of Caltrans (refer to MM 4.1-4 below in Section 3.5, Water Quality). In summary, implementation of MMs 3.2-1 through 3.2-6 would ensure that there would be less than significant impacts related to alteration of the drainage pattern on the project site and Caltrans Off-Site Project Area.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Major Drainage Course, (b) Flooding, (c) High Mudflows, (d) Erosion. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to drainage courses, flooding, mudflows, or erosion would result from Project implementation.

(e) Substantial Alteration of Existing Drainage Patterns. The Project would not alter the acres of disturbance or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to existing drainage patterns would result from Project implementation. The Project would not include the relocation of the Dominguez Channel, thereby reducing impacts to existing drainage patterns with implementation of revised MM 3.2-1 and MM 3.2-2 and MMs 3.2-3, 3.2-5, and 3.2-6. MM 3.2-4 would be eliminated.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.2-1 The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current *Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)* and *Low Impact Development (LID) Standard Manual* to the satisfaction of LACDPW. Proposed BMPs shall require that:

- ~~Three~~ **All** on-site storm drains shall have catch basin inserts ~~Continuous Deflective Separation (CDS) units~~, or equivalent technologies, to filter hydrocarbons, trash, heavy metals, sediments, and organics;
- All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES **BMP** standards, or as approved by the LACDPW;
- Rooftop and podium-level runoff shall be conveyed through planter boxes **or approved equivalent per Los Angeles County LID** for filtration prior to entering a public storm drain; and
- ~~An on-site~~ **Two** underground infiltration systems shall be installed beneath the proposed parking lot located north of the intersection of Judah Avenue and 116th Street **Project by phases. The Phase 1 system will capture the post-development LID volume of 5,227 cubic feet and shall provide the required detention volume of 657 cubic feet. The Phase 2 system will capture the post-development LID volume of 6,099 cubic feet and shall provide the required detention volume of 644 cubic feet. and sized to capture the post-development runoff volume increase (LID volume) of 11,761 cubic feet.**

MM 3.2-2 The Project shall include: **(1) the use of the existing Los Angeles County Flood Control District 8-foot by 10³/₄-foot RCB known as Dominguez Channel; (2) catch basins and storm drains designed for the allowable Q. No increase in Q will be allowed for the existing RCB and improvement plans shall be reviewed, satisfied and approved by use of existing storm water drainage features; (2) removal and/or relocation of selected existing storm water drainage features; and (3) installation of new features within the Project site, which shall be reviewed and approved with improvement plans to the satisfaction of the County of Los Angeles Department of Public Works (LACDPW).** Specifically, the Project shall:

- Retain 12 existing catch basins, remove 5 on-site existing catch basins, **relocate 1 on-site existing catch basin, and install 5 new on-site catch basins with filter inserts**; ~~remove and relocate 2 on-site existing catch basins, and install 5 new on-site catch basins with filter inserts~~;
- Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas;
- ~~Remove a segment of the existing Dominguez Channel 8-foot by 10-foot (8' x 10' - 3/4") RCB structure beneath Aviation Boulevard and West 116th Street, and relocate it northward on the Project site beneath the proposed fire lane adjacent to the existing Metro Green Line Station~~;

- ~~Extend an existing storm drain near the intersection of Aviation Boulevard and the existing Dominguez Channel to connect to the relocated Dominguez Channel;~~
- **During Phase 1, install a new private storm drains from the on-site parking area, from the proposed underground infiltration basin and detention system, connecting to the south side of the existing Los Angeles County Flood Control District 8-foot by 10³/₄-foot RCB and from the on-site Project site to the existing storm drain beneath 116th Street and the relocated Dominguez Channel;**
- ~~Install a new building drainage outlet near the intersection of Judah Avenue and 116th Street (the subterranean sump pump shall be installed to collect nuisance flows from the subterranean parking garage, as well as stormwater runoff from the filtration planters, and pump it into the Dominguez Channel); and~~
- ~~Record a storm drain easement dedication to the Los Angeles County Flood Control District over the relocated alignment of the Dominguez Channel within the Project site. The size and type of easement dedication may vary and shall be determined with the improvement plans to the satisfaction of the LACDPW.~~
- **During Phase 2, install new storm drains from the on-site parking area, from the proposed underground infiltration and detention system, and connect to the north side of the existing 8-foot by 10³/₄- foot RCB.**
- Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way.

MM 3.2-3 All proposed storm drains and other storm water management features specified in the *Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 070853* prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.

~~**MM 3.2-4** Prior to the issuance of building permits, the Project Applicant/Developer shall construct all Dominguez Channel improvements, including design capacity and location, to the satisfaction of the Los Angeles County Flood Control District (LACFCD) and shall record an easement dedication to the County of Los Angeles for operation and maintenance of the new Dominguez Channel alignment. Subterranean detention boxes shall be sized according to the Q_{allow} and shall be located in proximity to the relocated Dominguez Channel, to the satisfaction of LACFCD.~~

MM 3.2-5 The Project Applicant/Developer shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.

MM 3.2-6 The Project Applicant/Developer shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.

3.3 FIRE HAZARDS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Very High Fire Hazard Severity Zone (Less than Significant Impact)
- (b) Location in Fire Hazard Area Served by Inadequate Access (Less than Significant Impact with Mitigation)
- (c) Location in Fire Hazard Area with More than 75 Units on Single Access (Less than Significant Impact with Mitigation)
- (d) Inadequate Fire Flows and Pressures (Less than Significant Impact with Mitigation)
- (e) Proximity to Fire Hazards (Less than Significant Impact with Mitigation)
- (f) Potential Fire Hazard (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding fire hazards in Section 3.3 of the Draft EIR, which is incorporated by reference herein.

(a) Very High Fire Hazard Severity Zone, (b) Location in Fire Hazard Area Served by Inadequate Access, (c) Location in Fire Hazard Area with More than 75 Units on Single Access. The project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) designated by the County. The project site and Caltrans Off-Site Project Area currently have adequate access for fire protection. The original project, including Caltrans Off-Site Project Area improvements, would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures, including, but not limited to, construction materials, building access and evacuation routes, automatic fire-extinguishing systems, standards for multi-family housing and commercial land uses, site access/Fire Lanes, hydrants, water availability, and fire flows (pressures) (refer to MM 3.3-1). Therefore, the original project would not include 75 or more units on a single access, regardless of fire hazard area, and would have adequate access in conformance with LACFD requirements. There were no impacts identified related to fire hazard zone, access or other aspects of fire safety with adherence to *County of Los Angeles Code* Title 32 and Ordinance requirements, which are a condition of approval of all County projects and would be ensured via implementation of MM 3.3-1.

(d) Inadequate Fire Flows and Pressures. The results of a fire flow test conducted by Golden State Water Company in April of 2009 indicated that the existing water system was not adequate for fire flows. In order to ensure the original project receives adequate fire flow pressure, the original project includes the construction of new water and fire protection infrastructure, including water lines, water laterals and fire hydrants, as described in MM 3.3-2. As described in MM 3.3-1, the original project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval. There would be a less than significant impact.

(e) Proximity to Fire Hazards, (f) Potential Fire Hazard. There are no manufacturing or industrial land uses adjacent to the project site, Caltrans Off-Site Project Area, and surrounding areas that could pose potential dangerous fire hazard conditions associated with on-site use or material storage. The original project land uses (i.e. residential, commercial and parking) would not constitute a potentially dangerous fire hazard. There would be a less than significant impact related to proximity to fire hazards or development of a potential fire hazard. As described in MM 3.3-1, the original project would comply with applicable *County of Los Angeles Code* Title 32 and Ordinance requirements and all LACFD conditions of approval.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Very High Fire Hazard Severity Zone, (b) Location in Fire Hazard Area Served by Inadequate Access, (c) Location in Fire Hazard Area with More than 75 Units on Single Access. The Project would not alter the area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts associated with a very high fire hazard severity zone, a location in fire hazard area served by inadequate access, or a location in a fire hazard area with more than 75 units with a single access would result from the Project with implementation of MM 3.3-1.

(d) Inadequate Fire Flows and Pressures. The Project would not increase the demand for fire flows and pressures analyzed in the Draft EIR. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for fire flows and pressures, and the associated increases in infrastructure. Therefore, no new or more significant impacts due to inadequate fire flows or pressures would result from the Project with implementation of MM 3.3-2 and MM 3.3-3.

(e) Proximity to Fire Hazards, (f) Potential Fire Hazard. The Project would not increase the intensity of the land uses analyzed in the Draft EIR. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the number of residents and customers exposed to potential fire hazards. Therefore, no new or more significant impacts related to fire hazards would result from Project implementation.

There would be no significant impacts related to fire safety with adherence to *County of Los Angeles Code* Title 32 and Ordinance requirements, which would be ensured via the following mitigation measure:

MM 3.3-1 The Project shall comply with all applicable County of Los Angeles Code Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements, to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant/Developer shall submit all necessary plans and materials to the LACFD for review and approval.

In addition, the following mitigation measures shall be implemented to reduce potentially significant impacts identified in the Draft EIR:

MM 3.3-2 Prior to issuance of building permits, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and West 118th Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of LACFD:

- Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line;
- Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street;
- A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A.
- Six new fire hydrants evenly distributed around the perimeter of the Project site.

MM 3.3-3 Prior to issuance of building permits for the off-site Project Area, the Project Applicant/Developer shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.

3.4 NOISE (EXCEPT LONG-TERM EXTERIOR NOISE LEVELS)

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Location Near a High Noise Source (Less than Significant Impact with Mitigation)
- (b) Is a Sensitive Use or Near a Sensitive Use (Less than Significant Impact with Mitigation)
- (c) Substantial Increase in Ambient Noise Levels (Less than Significant Impact with Mitigation)
- (d) Substantial Temporary or Periodic Increase in Ambient Noise Levels (Less than Significant Impact with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding noise hazards in Section 3.4 of the Draft EIR and the Noise Report located in Appendix D of the Draft EIR, which are incorporated by reference herein.

(a) Location Near a High Noise Source, (b) Is a Sensitive Use or Near a Sensitive Use, (c) Substantial Increase in Ambient Noise Levels, (d) Substantial Temporary or Periodic Increase in Ambient Noise Levels. During construction, nearby noise-sensitive receptors would be exposed to occasional high noise levels during the demolition and grading/excavation (earthmoving) phases, which would generate the highest noise levels, as construction of the original project would not involve pile driving or rock blasting. The unmitigated average noise levels during demolition and grading at the nearest noise-sensitive uses were modeled based on all construction equipment being located at ground level and in the center of activity at Lot 1, Lot 2, and the new bus terminal. This modeling determined that average construction noise levels at these receivers would not exceed 71 A-weighted decibels (dBA) L_{eq} , below the County's mobile equipment noise standard for sensitive residential areas of 75 dBA L_{max} . However, heavy-duty equipment would intermittently pass near the original project boundaries. It was calculated that when a large piece of equipment is operating under maximum load at the boundary of the project site, maximum noise levels could reach approximately 82 dBA at the nearest residences. To meet the County's noise standard, MM 3.4-1 requires the installation of a temporary noise barrier/curtain on the southern and eastern boundaries of the project site during construction. With the recommended noise barrier/curtain, mobile construction equipment maximum noise levels at the closest homes would be approximately 73 dBA, and would reduce the impact to a less than significant level.

To meet the County of Los Angeles 60-dBA L_{max} standard for stationary equipment and considering the attenuation of the 10-foot-high temporary noise barrier to be located on the site's southern and eastern boundary as specified in MM 3.4-1, the operations of stationary equipment (such as air compressors, generators, and tower cranes) must not occur within 250 feet of any occupied home, as required by MM 3.4-2. If this distance is not feasible, MM 3.4-2 requires noise-reduction measures (e.g. silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements would be required prior to operation of stationary equipment to determine the ambient noise level without the equipment operating, and again during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. MM 3.4-2 would also require that documentation of compliance be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home. With implementation of MM 3.4-2, the County standard would not be exceeded and the impact would be less than significant.

In addition to construction noise from the project site, the construction of the original project would cause increased traffic noise along access routes to the site due to haul trucks moving to and from the site. MM 3.4-3 requires all construction trucks and vehicles accessing the project site to use the nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue,

or any other residential streets within the Del Aire community. With MM 3.4-3, construction truck traffic would not result in a substantial increase in traffic noise to sensitive receptors along roadways in the vicinity of the original project. Regarding worker trips, the estimated volume of daily worker trips from the original project would cause an increase of less than 1 percent over the existing traffic volumes on Aviation Boulevard. Therefore worker commute trips would not result in a significant noise increase and no mitigation would be required.

During original project operation, one of the principal sources of original project-related noise to the study area would be original project-related traffic on local roadways. Noise level contours for selected roadway segments in the vicinity of original project for Existing, 2014 Without original project, and 2014 With original project scenarios were modeled based on the anticipated peak hour traffic volumes, derived from the original project traffic report (LLG 2009). This modeling determined that the original project would not increase the noise levels along the study area roadway segments (i.e., a original project contribution of 0.0 dBA), and would result in a 0.1 dBA Community Noise Equivalent Level (CNEL) reduction of noise levels along Aviation Boulevard between West 117th Street to West 120th Street due to a net reduction on traffic volumes.

Potential stationary noise sources related to proposed land uses include the, car maneuvers in the parking lots, truck deliveries, and air conditioning units from the buildings. The Noise Report for the original project determined that car maneuvers and daytime truck deliveries (including diesel engines, braking, and backup alarms during low speed maneuvering) would not create significant noise impacts to the nearest homes. However, truck deliveries at night could result in noise increases over ambient levels, resulting in the potential to cause sleep disturbance and annoyance. To minimize the noise impacts from truck deliveries, MM 3.4-5 would prohibit the unloading of trucks during the nighttime hours (10:00 PM to 7:00 AM) and would specify the on-site truck delivery route. Regarding air conditioning units, stationary equipment specifications and precise locations of the equipment are not currently known. In accordance with MM 3.4-6, residential air conditioning units would be required to be designed and installed to comply with Section 12.08.530 of the County Noise Ordinance; commercial air conditioning units and other stationary sources, such as pumps, would be required to be designed and installed to comply with Section 12.08.390 of the County Noise Ordinance. Compliance may be achieved by several methods, including selecting quiet models, constructing barriers or parapet walls, enclosing equipment, and placing the equipment in strategic places.

Regarding aircraft noise, a portion of the project site is located within the 65 dBA CNEL Los Angeles International Airport (LAX) noise contour. Aircraft noise is one component of the total noise environment. As described above, the dominant noise sources at the project site are vehicles on Aviation Boulevard and I-105, and additional noise sources include the Metro Green Line Station. The County does not have a noise to land use compatibility standard. Therefore, the Noise Report uses the California Office of Planning and Research's (OPR's) noise compatibility matrix. For multi-family homes, an exterior ambient noise level ranging from 60 to 70 dBA CNEL is considered "conditionally acceptable", and an exterior ambient noise level ranging from 70 to 75 dBA CNEL is considered "generally unacceptable", and for office buildings, businesses and commercial uses, an exterior ambient noise level ranging from 67 to 77 dBA CNEL is considered "conditionally acceptable". When traffic, light rail, and aircraft noise are combined, the future ambient noise levels at the facades of the proposed Lot 1 dwelling units would range from 68.0 to 72.0 dBA CNEL, and from 72.0 to 74.3 dBA CNEL at the facades of the proposed Lot 2 dwelling units.

To ensure the proposed buildings meet State interior noise standards, compliance with MM 3.4-7 requires that the architectural design has noise reduction measures in place such that the interior noise level is 45 dBA CNEL or less. MM 3.4-7 requires verification of these requirements based upon a detailed acoustical analysis study, which would be submitted to and approved by the County of Los Angeles Department of Public Health prior to obtaining building permits. In addition, MM 3.4-8 requires that potential buyers and tenants are provided notice that the property is in the LAX noise influence area.

In summary, the original project would result in less than significant impacts related to mobile and stationary construction equipment, construction traffic, long-term traffic, and long-term interior noise levels with implementation of the mitigation measures below. The findings for the analysis of long-term exterior noise are presented in Section 5.0 of this document.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Location Near a High Noise Source, (b) Is a Sensitive Use or Near a Sensitive Use, (c) Substantial Increase in Ambient Noise Levels, (d) Substantial Temporary or Periodic Increase in Ambient Noise Levels. The Project would not alter the area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts would be associated with the Project's location near a high noise source. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the number of residents exposed to noise from nearby transportation land uses (MM 3.4-7 and MM 3.4-8 would still be required). The elimination of the subterranean parking garage under Lot 1 would reduce the construction timeline and the amount of heavy equipment on the Project site related to excavation, thereby reducing impacts associated with increases in ambient noise levels during construction of Phase 1. The Project will be phased; therefore construction noise would occur over two separate periods of time. (MM 3.4-1 and MM 3.4-2 would still be required). Less excavation would also reduce the number of truck trips for soil export (MM 3.4-3 would still be required).

Long-term traffic noise generation would also be slightly reduced due to the reduction in residential units and commercial space, resulting in fewer vehicle trips to and from the Project site. Truck deliveries for the commercial uses would also be slightly reduced, thereby reducing noise impacts associated with delivery trucks (MM 3.4-5 would still be required). Noise impacts associated with air conditioning units and stationary noise sources would be slightly reduced due to the reduction in residential units (MM 3.4-6 would still be required). Therefore, no new or more significant noise impacts associated with the Project would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 3.4-1 Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited

to, $\frac{5}{8}$ -inch-thick plywood or $\frac{5}{8}$ -inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.

- MM 3.4-2** Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant/Developer shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA L_{max} or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.
- MM 3.4-3** All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.
- MM 3.4-4** In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.
- MM 3.4-5** The Project Applicant/Developer shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).
- MM 3.4-6** Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County Noise Ordinance, which limits noise at property lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County Noise Ordinance, which limits exterior noise at property lines.
- MM 3.4-7** Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant/Developer shall submit architectural plans and a detailed acoustical analysis study prepared by

a qualified acoustical consultant demonstrating that interior noise levels in all residential units would be 45 dBA CNEL or less to Los Angeles County Department of Public Health for review and approval.

MM 3.4-8 In accordance with the *State Business and Professions Code* and the *State Civil Code* each prospective purchaser of residential property within the Project shall be notified as follows:

NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

In addition, although not required by the *State Civil Code* (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.

3.5 WATER QUALITY

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Water Wells in an Area with Water Quality Problems (No Impact)
- (b) Private Sewage Disposal System (No Impact)
- (c) Degrade Water Quality during Construction (Less than Significant with Mitigation)
- (d) Degrade Water Quality during Operation (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding water quality in Section 4.1 of the Draft EIR, which is incorporated by reference herein.

(a) Water Wells in an Area with Water Quality Problems, (b) Private Sewage Disposal System. The original project would not require the use of individual water wells or require the use of a private sewage disposal system. There would be no impact.

(c) Degrade Water Quality during Construction. Construction activities that involve more than one acre are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board (SWRCB), Division of Water Quality. As required by MM 4.1-1, the original project Applicant/Developer's full compliance with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity is required, including construction of the Caltrans Off-Site Project Area improvements and all off-site original project components. Pursuant to permit requirements, the original project Applicant/Developer shall develop a Permit Registration Document (PRD), including a Storm Water Pollution Prevention Plan, which incorporates BMPs for reducing or eliminating construction-related pollutants in the site runoff, and ongoing monitoring of site runoff water quality. Therefore, compliance with the requirements of the NPDES Construction General Permit, per MM 4.1-1, and the *Los Angeles County Code* Chapter 12.80, would reduce short-term, construction-related water quality impacts to surface water and to groundwater to a less than significant level.

(d) Degrade Water Quality during Operation. The original project involves the construction of residential and commercial land uses (the same as current land uses), which would not be a substantive source of the 303(d) listed pollutants for Dominguez Channel, which are remnants of historically commonly used pollutants (i.e. DDT, Lead), or are generated by industrial and/or manufacturing land uses. Proposed residential land uses could contribute to the generation of Coliform Bacteria and/or Indicator Bacteria through an increase in on-site domestic pets (specifically dogs). In order to ensure that animal waste is disposed properly, MM 4.1-2 requires that educational pamphlets are provided to each property-owner and renter. Therefore, with implementation of MM 4.1-2, the original project would not exacerbate the 303(d) listing for Coliform Bacteria and/or Indicator Bacteria. Also, pursuant to LARWQCB NPDES Permit and Waste Discharge Requirements, the County is required to prohibit the discharge of pollutants from private property developments by requiring the installation and maintenance of post-construction treatment control BMPs. The Los Angeles County SUSMP addresses storm water pollution from new construction and redevelopment and contains a list of minimum BMPs that must be employed to infiltrate or treat storm water runoff, control peak flow discharge, and reduce the post-development discharge of pollutants from storm water conveyance systems, and are set forth in MM 4.1-3. Also, given the increased number of residential units and square footage of commercial proposed for the project site, there is the potential for increased concentrations of the pollutants previously described above. MM 3.2-1 from Section 3.2, Flood, of the Draft EIR, describes the proposed storm water treatment BMPs proposed for the Aviation Station original project, including an underground infiltration system to capture and percolate the total increase in runoff volume (LID volume) from implementation of the original project; catch basin inserts to filter hydrocarbons, heavy metals, sediments, and organics; conveyance of rooftop and podium-level runoff through planter boxes for filtration prior to entering a public storm drain; and storm drain stenciling that states "Warning! Drains to Ocean". Therefore, with implementation of MMs 4.1-2, 4.1-3, and 3.2-1, there would be less than significant long-term, operation-related water quality impacts to surface water and to groundwater.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Water Wells in an Area with Water Quality Problems, (b) Private Sewage Disposal System. Neither the original project nor the Project would require the use of individual water wells or require the use of a private sewage disposal system. Therefore, no new or more significant water quality impacts associated with the Project would result from Project implementation.

(c) Degrade Water Quality during Construction. The Project would reduce the amount of excavation analyzed in the Draft EIR due to the elimination of the subterranean parking garage under Lot 1; therefore, water quality impacts during construction would be reduced with the implementation of the Project and no new or more significant impacts would result from Project implementation (MM 4.1-1 would still be required).

(d) Degrade Water Quality during Operation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the water quality impacts associated with operation of the Project because of the reduced number of residents and associated vehicles. No new or more significant impacts would result from the Project with implementation of MM 4.1-2 and MM 4.1-3.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

- MM 4.1-1** Prior to the issuance of a grading permit, the Project Applicant/Developer shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant/Developer shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.
- MM 4.1-2** Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.
- MM 4.1-3** The Project Applicant/Developer shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' *Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Standard Manual* to the satisfaction of the Los Angeles County Department of Public Works.
- MM 4.1-4** Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant/Developer shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.

In addition, MM 3.2-1 from Section 3.2, Flood, of the Draft EIR, is also applicable to the water quality analysis.

3.6 AIR QUALITY (EXCEPT SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS)

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Exceed State Criteria for Regional Significance (No Impact)
- (b) Project is a Sensitive Use (No Impact)
- (c) Local Emissions Exceed South Coast Air Quality Management District Thresholds (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)
- (d) Generate Odors, Dust and/or Hazardous Emissions (Less than Significant Impact)
- (e) Conflict with the Applicable Air Quality Plan (No Impact)
- (f) Violate Air Quality Standard (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)
- (g) Cumulatively Considerable Increase of Non-Attainment Pollutant (Less than Significant with Mitigation – Construction; (Less than Significant Impact - Operation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding air quality in Section 4.2 of the Draft EIR and the Air Quality Impact Analysis located in Appendix E-1 of the Draft EIR, which are incorporated by reference herein.

(a) Exceed State Criteria for Regional Significance. The original project includes 390 residential units and 29,500 square feet (sf) of commercial and leasing office uses and would have approximately 68 employees, which would not exceed the State's criteria for regional significance. There would be no impact.

(b) original project is a Sensitive Use. The original project is not a school, hospital, or park, or otherwise a sensitive use. There would be no impact.

(c) Local Emissions Exceed South Coast Air Quality Management District Thresholds, (f) Violate Air Quality Standard. The short-term construction-related emissions consider demolition and development of the project site, the off-site redevelopment of the Caltrans Off-Site Project Area, and the off-site utility improvements. With implementation of MM 4.2-2 and MM 4.2-3 to limit NOx emissions and MM 4.2-1 (SCAQMD Rule 403) to reduce particulate emissions, original project construction maximum regional daily emissions would be less than the SCAQMD thresholds and impacts would be less than significant. The Urban Emissions Model Version 9.2.4 (URBEMIS) construction emissions calculations indicate that

the on-road export of excavated soil during the mass grading phase would be the critical factor for nitrogen oxides (NO_x) emissions. The destination for disposal of the soil would not be known until the time of construction; the URBEMIS model for the original project used a default value of 20 miles round trip. To ensure a less than significant impact, MM 4.2-2 requires that mass grading operations do not exceed NO_x emissions threshold of 100 lbs/day, which must be demonstrated by emissions calculations for a typical day based on the equipment selected for on-road and off-road use. MM 4.2-3 describes five additional measures to minimize NO_x emissions, such as limiting diesel equipment idling to less than five minutes and scheduling hauling activities during off-peak hours to the extent practicable. MM 4.2-5 and MM 4.2-6 have been incorporated into the project to further reduce the potential for dust generation to the homes on West 117th Street and Judah Avenue, and to provide liaison between homeowners and the construction contractors.

Operational emissions for the original project were calculated as follows: the total emissions for the Aviation Station original project were calculated, and then the emissions for the existing project site uses were calculated and subtracted from the future uses to provide a result of the net emissions attributed to the original project. Neither on-site nor off-site original project components would have notable long-term stationary sources of air pollutants, such as large engine-generators or boilers. The estimated net maximum daily operational emissions, including both area source and vehicle emissions, would be less than the SCAQMD CEQA thresholds for all criteria pollutants and no mitigation would be required. Also, the original project would not create a carbon monoxide (CO) hotspot.

(d) Generate Odors, Dust and/or Hazardous Emissions. original project construction equipment and activities would generate odors, dust, and diesel PM. Dust emissions, dust control, and diesel PM emissions were addressed above under Threshold 4.2c. original project-generated or construction-related emissions of toxic air contaminants (TACs) would not expose sensitive receptors to substantial emissions of TACs because (1) the use of off-road, heavy-duty diesel equipment would be temporary (short in duration when compared to 70 years); (2) diesel particulate matter (PM) has highly dispersive properties; and (3) exhaust emissions would further be reduced with improved equipment. Operation of the original project's residential and commercial uses would not be a source of substantial TACs. Therefore, the exposure of future residents of the Aviation Station original project to TACs from on-site sources would be less than significant and no mitigation would be required.

Regarding emissions from Interstate 105 (I-105), a quantitative health risk assessment (HRA) was conducted in accordance with the methods and procedures described in the California Air Pollution Control Officers Association (CAPCOA) July 2009 guidance document *Health Risk Assessments for Proposed Land Use Projects*. The HRA for the original project concluded that the health risk to future residents from diesel PM emissions from I-105 would be less than significant and no mitigation would be required. Although the HRA demonstrates that cancer and chronic non-cancer risks would be less than significant, it is recognized that persons residing near freeways and roadways with diesel-engine vehicles would be exposed to more pollutants, including particulate matter smaller than 10 microns in size (PM₁₀), particulate matter smaller than or equal to 2.5 microns (PM_{2.5}), and ultrafine particles (UFP or PM_{0.1}) during downwind conditions, than persons living at greater distances from the same freeways and roadways. Therefore, the potential for negative health effects due to particulate exposure would be greater for persons living near freeways. However, consideration of the truck volume and meteorological factors specific to the project site, and the forecast continuing reduction in diesel exhaust emissions, the health risks to residents of the original project would be less than significant. Although impacts are less than significant, MM 4.2-4 is included to provide future residents of the original project with information regarding exposure to PM₁₀, PM_{2.5}, and UFP.

A quantitative health risk assessment (HRA) was conducted in accordance with the methods and procedures described in the California Air Pollution Control Officers Association (CAPCOA) July 2009 guidance document *Health Risk Assessments for Proposed Land Use Projects*. The purpose of the HRA is to estimate the incremental cancer risk and non-cancer health risk due to diesel PM. PM10 concentrations at the project site from diesel trucks on I-105 were calculated using the USEPA CAL3QHCR dispersion model. Peak hour truck volume and emission factor were assumed.

Cancer Risk. The maximum PM10 concentration from diesel exhaust would occur at the northeast corner of the original project buildings. The maximum incremental cancer risk (MICR) is calculated by assuming that a resident at that location would be exposed to the maximum PM10 concentration for 350 days per year for a period of 70 years. Because it is very unlikely that a person would live at this location for 70 years and because diesel PM emissions will decline in future years, as described above, the risk calculation is very conservative. The cancer risk from diesel PM at the northeast corner of the original project, i.e. the MICR, was calculated to be 4.7 in 1 million. This value is less than the SCAQMD CEQA significance threshold of 10 in 1 million; see Table 4.2-4. The cancer risk would be less at all other parts of the project site, declining to approximately 1 in 1 million at the southern edge of the proposed buildings.

Cancer Burden. SCAQMD requires calculation of the cancer burden for areas where the cancer risk would be greater than or equal to 1 in one million. For the original project, this area would include the entire project site. If it is conservatively assumed that the residential population of the original project, 1,156 persons would be exposed to the MICR of 4.7 in 1 million, the cancer burden would be 0.005 excess cases. This value is approximately one percent of the SCAQMD CEQA significance threshold of 0.5 excess cases; see Table 4.2-4.

Non-cancer Health Risk. The hazard index for non-cancer health risk was calculated to be 0.003, which is substantially less than the SCAQMD CEQA significance threshold of 1.0, as shown in Table 4.2-4.

Based upon the above data, it is concluded that the health risk to residents of the original project from diesel PM emissions from I-105 would be less than significant and no mitigation would be required.

Although the HRA demonstrates that cancer and chronic non-cancer risks would be less than significant, it is recognized that persons residing near freeways and roadways with diesel-engine vehicles would be exposed to more pollutants, including PM10, PM2.5, and UFP during downwind conditions, than persons living at greater distances from the same freeways and roadways. Therefore, the potential for negative health effects due to particulate exposure would be greater for persons living near freeways. However, consideration of the truck volume and meteorological factors specific to the project site, and the forecast continuing reduction in diesel exhaust emissions, the health risks to residents of the original project would be less than significant. Although impacts are less than significant, MM 4.2-4 is included to provide future residents of the original project with information regarding exposure to PM10, PM2.5, and UFP.

Regarding emissions from LAX, the southeastern corner of the boundary of LAX is approximately 1,000 feet northwest of the project site. The May 2009 LAX Bradley West Draft Environmental Impact Report (EIR) included a health risk analysis for a proposed LAX project. The results of the analysis state that project-related cancer risks for all adult receptors and young children are predicted to be below the threshold of significance (i.e., 10 in 1 million). The detailed map in the analysis document shows that the risk in the Aviation Station original

project area would be less than 1 in 1 million. The analysis also states that project-related chronic non-cancer health hazards for all receptor types are below the threshold of significance (i.e. Hazard Index <1.0). The exposure of future residents of the original project to TACs from off-site sources (I-105 and LAX) would be less than significant.

Potential construction odors include diesel exhaust emissions, roofing, painting, and paving operations. These odors would be temporary and would dissipate rapidly from the source with an increase in distance, and, though noticeable, would likely not be objectionable. During long-term original project operations, some odors associated with residential uses would be expected to occur, such as from cooking or barbecuing. Additional odors may come from the commercial uses if a restaurant occupies one or more of the commercial spaces. The odors would be no different than in any other residential area with supporting services and would not be considered objectionable by a substantial number of people.

(e) Conflict with the Applicable Air Quality Plan. The original project would conform to the SCAQMD Air Quality Management Plan because the original project would not result in a long-term increase in the frequency or severity of existing regional air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards because neither operational emissions nor local CO emissions would exceed SCAQMD CEQA significance thresholds. Additionally, the population that would be generated by the original project is within the SCAG projections for both the County and the Subregion, the original project would improve the jobs/housing ratio, support alternative transit modes and ridesharing programs, and would have a less than significant impact on VMT. There would be no impact

(g) Cumulatively Considerable Increase of Non-Attainment Pollutant. The region is a nonattainment area for PM₁₀, PM_{2.5}, NO₂, and ozone precursors VOC and NO_x. There are no known projects within one-half mile of the project site that would be undergoing major construction concurrently with the original project. Therefore, cumulative short-term construction emissions would be less than significant for VOC and NO_x because the likelihood of the simultaneous construction is low due to the small number of potential future projects in proximity to the project site.

Long-term emissions of VOC from operation of the original project would be less than 55 percent of the SCAQMD threshold and emissions of other nonattainment pollutants would be less than 30 percent of the thresholds. Therefore, the original project would have a less than significant cumulative air quality impact related to a non-attainment pollutant.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Exceed State Criteria for Regional Significance. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, which would not exceed the State's criteria for regional significance. No new or more significant impacts would result from Project implementation.

(b) Project is a Sensitive Use. The Project would not increase the intensity of the land uses analyzed in the Draft EIR; therefore, no new or more significant impacts related to sensitive land uses would result from Project implementation.

(c) Local Emissions Exceed South Coast Air Quality Management District Thresholds, (f) Violate Air Quality Standard. The Project eliminates the subterranean parking garage located under Lot 1; therefore, air quality impacts associated with construction activities, including odors, dust, and diesel PM, would be reduced due to the reduced excavations. No new or more significant air quality impacts related to construction activities would result from the Project with implementation of MM 4.2-1 through MM 4.2-6.

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the air quality impacts associated with operation of the Project; no new or more significant impacts would result from the Project with implementation of MM 4.1-2 and MM 4.1-3.

(d) Generate Odors, Dust and/or Hazardous Emissions. The Project eliminates the subterranean parking garage located under Lot 1; therefore, air quality impacts associated with construction activities, including toxic air contaminants (TACs) would be reduced due to the reduced excavations. No new or more significant impacts related to construction activities would result from Project implementation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the air quality impacts, including TACs, associated with operation of the Project; no new or more significant impacts would result from Project implementation.

The Project would not alter the area or location of impact analyzed in the Draft EIR; therefore, no new or more significant impacts associated with the Project's location near Interstate 105 and LAX would result from the Project with implementation of MM 4.2-4. The Project would not increase the intensity of the land uses analyzed in the Draft EIR; therefore, no new or more significant impacts related odors from residential and commercial uses would result from Project implementation.

(e) Conflict with the Applicable Air Quality Plan. Neither the original project nor the Project would conflict with the SCAQMD Air Quality Management Plan, as previously described for the originally proposed project.

(g) Cumulatively Considerable Increase of Non-Attainment Pollutant. The Project would shorten the anticipated timeline for construction of Lot 1 due to the elimination of the subterranean parking garage, but would extend the time for completion of the Project due to the phasing of Lot 1 and Lot 2. The changes in the construction schedule for Lot 1 and Lot 2 would not alter likelihood of the simultaneous construction with other nearby cumulative projects due to the small number of potential future projects in proximity to the Project site. As previously discussed, implementation of the Project would reduce air quality impacts for both construction and operation, and no new or more significant impacts to air quality would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.2-1 Dust control measures for Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures:

- Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day.
- Haul trucks shall be covered when loaded with fill.
- Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway.
- Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily.
- For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction.
- For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation.
- Vehicle speed on unpaved roads shall be limited to 15 miles per hour.
- For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed.
- For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the *California Vehicle Code* for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth-moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil.

MM 4.2-2 Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.

MM 4.2-3 In order to minimize NOx emissions, the Applicant/Developer shall include the following measures in all contractor's final construction plans and specifications:

- Use electricity from power poles rather than temporary diesel or gasoline power generators;
- Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications;
- Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site;
- Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction;

- Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization; and
- Configure construction parking to minimize traffic interference.

MM 4.2-4 Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).

MM 4.2-5 The Project **contractor's** final **construction** plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.

MM 4.2-6 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.

3.7 CULTURAL RESOURCES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Archaeological Resources (Less than Significant with Mitigation)
- (b) Paleontological Resources (Less than Significant with Mitigation)
- (c) Historic Structures or Sites (Less than Significant Impact)
- (d) Substantial Change to Historical or Archaeological Resource (Less than Significant with Mitigation – archaeological resources; Less than Significant Impact – historic resources)
- (e) Unique Paleontological Resource or Geologic Feature (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding cultural resources in Section 4.3 of the Draft EIR and the Cultural Resources Study located in Appendix F of the Draft EIR, which are incorporated by reference herein.

(a) Archaeological Resources, (d) Substantial Change to Historical or Archaeological Resource. There are no significant archaeological resources recorded or known within the project site. However, undisturbed (i.e., previously unknown) archaeological resources, including Native American resources, could potentially remain under existing development.

Also, excavation in native soils always has the potential to uncover unanticipated human remains, including remains within Native American burial grounds. Therefore, MM 4.3-1 requires monitoring by a qualified Archaeologist during all grading and excavation activities that occur within native soils in the event that cultural resources are discovered during ground-disturbing activities, and MM 4.3-3 describes the procedures for conduct following a discovery of human remains, as mandated by California law.

(b) Paleontological Resources. While shallow excavations in the Quaternary Alluvium would not likely encounter significant vertebrate fossil remains, deeper excavation could possibly encounter such remains. The potential to encounter previously unknown paleontological resources during excavation and construction activities for original project implementation is a potentially significant impact. This impact would be reduced to a level considered less than significant with implementation of MM 4.3-2, which requires monitoring by a qualified Paleontologist where ground-disturbing activities extend approximately 15 feet below the present ground surface, and the recovery and recordation, if necessary, of any paleontological resources encountered. With implementation of MM 4.3-2, there would be less than significant impacts related to the potential discovery of unanticipated paleontological resources from implementation of the original project.

(c) Historic Structures or Sites, (d) Substantial Change to Historical or Archaeological Resource. The residential and commercial buildings in the original project area would not be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources, and the demolition of the buildings on the project site would not result in a significant adverse impact on historical resources.

(e) Unique Paleontological Resource or Geologic Feature. Based on recovery of significant fossils in the area within older Quaternary alluvium, which underlies the project site, from depths of 13 to 40 feet below the surface, there would be potential to encounter significant vertebrate paleontological resources during deeper excavation activities. Therefore, MM 4.3-2 requires monitoring by a qualified Paleontologist where ground-disturbing activities extend approximately 15 feet below the present ground surface, and the recovery and recordation, if necessary, of any paleontological resources encountered.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Archaeological Resources, (d) Substantial Change to Historical or Archaeological Resource. The Project eliminates the subterranean parking garage located under Lot 1; therefore, the potential for impacts to archaeological resources associated with construction activities would be reduced and no new or more significant impacts would result from the Project with implementation of MM 4.3-1 and MM 4.3-3. The Project would not alter the number of structures requiring demolition; therefore, there would be no new or more significant impacts to historical resources due to Project implementation.

(b) Paleontological Resources. The Project eliminates the subterranean parking garage located under Lot 1; therefore, potential impacts to paleontological resources associated with construction activities would be reduced and no new or more significant impacts would result from the Project with implementation of MM 4.3-2.

(c) Historic Structures or Sites, (d) Substantial Change to Historical or Archaeological Resource. The Project would not alter the number of structures requiring demolition; therefore, there would be no new or more significant impacts to historical resources due to Project implementation.

(e) Unique Paleontological Resource or Geologic Feature. The Project eliminates the subterranean parking garage located under Lot 1; therefore, potential impacts to unique paleontological resources would be reduced and no new or more significant impacts would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 4.3-1 During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.

MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.

MM 4.3-3 In accordance with *California Health and Safety Code*, Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with *California Public Resources Code*, Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the

most likely descended from the deceased Native American. The descendents shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

3.8 VISUAL QUALITIES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) View from Scenic Highways or Scenic Corridors (No Impact)
- (b) Views from Regional Riding or Hiking Trails (No Impact)
- (c) Unique Aesthetic Features (No Impact)
- (d) Visual Character (Less than Significant with Mitigation)
- (e) Change in Patterns, Scale, Character of the Area (Less than Significant with Mitigation)
- (f) Substantial Shade, Light, or Glare (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding visual quality in Section 4.4 of the Draft EIR and the Lighting Study located in Appendix G-1 of the Draft EIR, which are incorporated by reference herein.

(a) View from Scenic Highways or Scenic Corridors, (b) Views from Regional Riding or Hiking Trails, (c) Unique Aesthetic Features. Neither the project site nor the other off-site components are located adjacent to a scenic corridor or scenic highway, and these components are not visible from any regional riding or hiking trails. The project site, Caltrans Off-Site Project Area, and surrounding areas are fully developed with urban land uses within an urban portion of the County and are not located within an undeveloped or undisturbed area that contains unique aesthetic features. There would be no impacts.

(d) Visual Character, (e) Change in Patterns, Scale, Character of the Area. During construction on the project site, there would be views of construction activities throughout the various stages of original project implementation. Although no significant visual impacts would result during construction, because construction is deemed a temporary impact, MM 4.4-1 requires installation of a visual barrier along the site perimeter to obstruct street-level views of at-grade and below-grade construction activities on the project site from residences in the immediate vicinity of the site.

Implementation of the original project would alter the existing visual character of the site and views from surrounding land uses. The original project's five-story height and massing is compatible with the urban land uses to the north and west, including the elevated Metro Green Line Aviation/LAX Station, the Metro bus terminal, and the I-105 immediately to the

north, as well as the Northrop Grumman campus, Burlington Northern Santa Fe (BNSF) railroad, and other land uses located in the City of El Segundo to the west across Aviation Boulevard, and would be generally inconsistent with the one-story commercial and single-family residential land uses in the Del Aire community to the south and east. However, the original project has been specifically designed to provide a mix of residential and commercial land uses at a scale and density required to support a transit-oriented development while buffering the single-family residential land uses in Del Aire from the transit land uses near the intersection of Aviation Boulevard and West Imperial Highway and the industrial land uses beyond, including LAX, which is located approximately 0.15 mile northwest of the project site. In terms of size, scale, and land use types, the original project is designed to provide transitional land uses that would buffer the single-family residential land uses in Del Aire from the transit and industrial uses in the original project area. Also, the original project incorporates a combination of site planning and design considerations, as well as architectural and landscape/hardscape features (refer to MM 4.4-2) and a conceptual signage plan, to provide an aesthetically pleasing development and to assist in preserving the integrity and residential character of the single-family community to the south and east. The original project will maintain and strengthen the residential character of the Del Aire community by including new housing opportunities for both renters and owners. Therefore, although the original project would alter the height, massing, and visual character of land uses on the project site, these changes would not result in a significant adverse change to the patterns, scale, or character of the general area. The changes to the Caltrans Off-Site Project Area and temporary off-site utility trenching would not alter the existing visual condition or character of the area.

(f) Substantial Shade, Light, or Glare. Based on the shade and shadow simulations, there would be approximately 30 minutes of shade within the main daylight hours during the winter and there would be no shade during the main daylight hours during the spring, summer, or fall as a result of the original project. Therefore, the original project would not result in more than three hours of shade being cast on existing shade-sensitive land uses during the main daylight hours, and there would be a less than significant impact. The proposed reconfiguration of transit-related land uses in the Caltrans Off-Site Project Area to the north would not result in new or otherwise taller structures that would create more substantive shade than in the existing condition.

Based on lighting simulations for the original project, interior light generated by the residential units would not result in a significant lighting projection (spillover) onto the adjacent properties. Exterior original project lighting would include mid-level street lights for delivery zones and pedestrian passageways; low-level bollard lights for pedestrian accent lighting; and other minor accent and security lighting to ensure safe passage through the project site. Proposed on-site exterior lighting would be greater than the existing condition due to the density and height of the original project. Proposed signage is another source of proposed exterior lighting. The majority of signs are proposed on Aviation Boulevard and on the north side of the project site facing the Metro plaza, with limited signage on West 117th Street and Judah Avenue. All signs will be internally illuminated, externally illuminated, internally halo-lit or have ambient illumination, depending on sign type and consistency with the Los Angeles County Code (refer to MM 4.4-3 and MM 4.4-4). Therefore, flashing, neon, or liquid crystal display (LCD) light displays are not proposed as part of the signage plan, avoiding distractions for pedestrians or area drivers, including drivers on the I-105. The proposed lighting at the original project would be consistent with the type and extent of nighttime lighting in place at surrounding urban land uses in the Los Angeles basin, and would not contribute substantial light that could adversely affect day or nighttime views for the adjacent residential homes or other populations in the original project area.

Building materials specified by the architect for the original project include non-reflective products such as brick veneers, metal awnings, aluminum storefronts with metal panels on the commercial buildings and horizontal siding and plaster finishes and balconies with metal guardrails on the residential buildings. Only non-reflective building materials, including glass, would be used where the location, direction, and/or massing of the material could cause glare that would affect pedestrians, residents, and/or motorists, such as windows and exterior walls. Based on the proposed building material specifications, the original project would not generate substantial glare that would create a hazard and/or nuisance to residents and visitors of the original project or surrounding land uses.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) View from Scenic Highways or Scenic Corridors, (b) Views from Regional Riding or Hiking Trails, (c) Unique Aesthetic Features. The Project would not alter the area of impact, building heights, or increase the intensity of the land uses analyzed in the Draft EIR; therefore, no new or more significant impacts associated with scenic highways or corridors, views from regional riding/hiking trails, or unique aesthetic features would result from Project implementation.

(d) Visual Character, (e) Change in Patterns, Scale, Character of the Area. The Project would not alter the area of impact; increase the intensity of the land uses; or change the height, massing or setbacks of the structures adjacent to residential streets; architectural style; or architectural materials analyzed in the Draft EIR. The Project maintains the mix of residential and commercial land uses at a scale and density required to support a transit-oriented development, while buffering the single-family residential land uses in the Del Aire community from the adjacent transit land uses. The outdoor landscape/hardscape features and conceptual signage plan within Lot 1 would be adjusted to accommodate the revised building design and footprint; however any changes would only relate to the orientation of these features as dictated by building orientation. There would be no changes to the quality or type of architectural features included in the revised VTTM No. 070853. Therefore, no new or more significant impacts associated with the visual character of the site and surrounding area or changes in the patterns, scale, or character of the area would result from the Project with implementation of MM 4.4-1 through MM 4.4-3.

(f) Substantial Shade, Light, or Glare. The Project would not alter the height, massing, or setbacks of the structures adjacent to residential streets, nor the architectural style or architectural materials analyzed in the Draft EIR. The new aboveground parking structure will include lighting on the uncovered top level of the garage. This new source of garage lighting would be directed downward and would be required to comply with all applicable Los Angeles County lighting standards, per MM 4.4-4.

The parking garage is approximately 400 feet south of the I-105, and the elevated and illuminated Metro Green Line Aviation/LAX Station is located between the I-105 and parking structure. Therefore, parking structure lighting will not result in substantial light or glare impacts to drivers on I-105. Once Phase 2 is developed, the parking structure will be surrounded by Project buildings containing commercial, community spaces, and residential buildings on all sides; therefore, parking structure lighting will not result in substantial light or glare impacts on adjacent roadways. Additionally, the garage would be required to comply with all applicable Los Angeles County lighting standards, per MM 4.4-4, which would

ensure lighting would not affect adjacent residential units. No new or more significant impacts associated with the creation of substantial shade, light or glare would result from the Project with implementation of MM 4.4-4.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

- MM 4.4-1** Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from adjacent residents along West 117th Street and Judah Avenue. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.
- MM 4.4-2** Prior to issuance of a grading permit, the Project Applicant/Developer shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.
- MM 4.4-3** Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Regional Planning for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.
- MM 4.4-4** Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.

3.9 TRAFFIC/ACCESS

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Congestion Problems (Less than Significant with Mitigation)
- (b) Hazardous Traffic Conditions (Less than Significant Impact)
- (c) Parking Problems (Less than Significant with Mitigation)
- (d) Inadequate Emergency Access (Less than Significant with Mitigation)
- (e) Congestion Management Program (Less than Significant with Mitigation)
- (f) Conflict with Alternative Transportation Policies (Less than Significant Impact)
- (g) Other Factors (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding traffic and access in Section 5.1 of the Draft EIR and the Traffic Study located in Appendix H of the Draft EIR, which are incorporated by reference herein.

(a) Congestion Problems, (e) Congestion Management Program, (g) Other Factors.

During construction, there would be a temporary increase in truck trips in the original project area. Construction-related traffic would use the existing regional and local road network, specifically, nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community (refer to MM 3.4-3).

The largest amount of truck traffic would be associated with excavation. The operation of the original project is expected to generate 1,114 net daily trips, which is less than significant. In comparison, the approximately 85 daily round-trip truck trips for construction traffic during excavation activities would also result in a less than significant impact on Aviation Boulevard and West Imperial Boulevard and other surrounding roadways. MM 5.1-6 requires the original project Applicant/Developer to provide Los Angeles World Airports with construction-related information prior to initiation of construction activities to minimize potential cumulative construction traffic impacts in the LAX area.

To ensure that construction-related traffic impacts to Caltrans facilities would be less than significant, MM 5.1-1 requires the design of the intersection of the Caltrans-owned property with West Imperial Highway, and associated traffic signal installation, will be designed and constructed in accordance with the 2010 California Manual on Uniform Traffic Control Devices (MUTCD), and subject to the approval of the City of Los Angeles through its B-Permit process. MM 3.2-6 requires the original project Applicant/Developer to obtain an encroachment permit from Caltrans for construction activities within the off-site, Caltrans-owned parking lot.

The original project is expected to generate a net increase of 171 vehicle trips (28 inbound trips and 143 outbound trips) during the AM peak hour, and a net increase of 83 vehicle trips (48 inbound trips and 35 outbound trips) during the PM peak hour. Over a 24-hour period, the original project is forecasted to generate a net increase of 1,114 daily trip ends during a typical weekday (557 inbound trips and approximately 557 outbound trips). Based on analysis and modeling of current and projected future conditions using County of Los Angeles, City of Los Angeles, or Caltrans criteria, as appropriate based on the jurisdiction of the intersection, roadway segment, or freeway segment, the original project's traffic generation would result in less than significant impacts related to study intersections, queuing, mainline freeway segments, and CMP monitoring locations with implementation of MM 5.1-2, which describes the traffic and circulation features to be constructed as part of the original project.

Optional Traffic Calming Measures

In response to community concerns regarding potential original project-related trips using Judah Avenue to access the project site, additional optional original project features were proposed. These optional features were not required to mitigate potential original project-related traffic impacts. As previously discussed, all original project-related traffic impacts would be reduced to a level less than significant with implementation of MM 5.1-1

through MM 5.1-6, MM 3.2-6, and MM 3.4-3. Therefore, these optional original project features were included within the Draft EIR to allow for the possibility of future implementation, if determined to be warranted/beneficial by the County.

Option 1 involved the elimination of ingress into the original project's West 117th Street driveway. Access into the West 117th Street driveway would be limited to right-turn egress movements only and no vehicular entry (left-turn or right-turn) would be permitted. All of the original project's ingress traffic would be required to use the main driveway on Aviation Boulevard.

As noted on Figure 5.1-7 of the Draft EIR, only 10 percent of the original project's entry traffic was forecasted to use the West 117th driveway for entry. An updated analysis was prepared assuming this 10 percent were shifted to original project's Aviation driveway (i.e., 100% of entry traffic). As shown in new Table 5.1-8, the original project-related traffic impacts assuming all entry traffic using the original project's Aviation driveway would remain less than significant. Furthermore, the potential original project feature further limits any potential use of Judah Avenue or other residential streets located east and south of the project site by original project-related traffic.

Option 2 restricted traffic movements from entering westbound onto West 117th Street from Judah Avenue through construction of a curb extension at the northwest corner of the Judah/ West 117th intersection. Also, eastbound traffic on 117th Street would be limited to right-turns only at the Judah intersection.

Option 2 was considered in response to the community's assertion that existing traffic currently uses Judah Avenue and West 117th Street as a "cut-through" route to avoid Aviation Boulevard, and that this cut-through traffic would increase due to the original project, despite the original project design features to limit traffic from using West 117th Street east of the original project driveway.

Traffic counts were taken at the Judah Avenue/West 117th and Judah Avenue/West 118th Street intersections to determine the potential effects of the Option 2 traffic restriction. Based on these traffic counts, it was concluded that the curb extension was not warranted or desirable from a traffic-calming perspective based on the following:

- 1) The traffic restriction would unnecessarily cause existing residents who use the segment of West 117th Street between Aviation Boulevard and Judah Avenue to re-route to other local streets in order to travel to and from their residences (e.g., six cars were counted going west on West 117th Street across Judah Avenue in the AM peak hour that would need to instead turn left onto southbound Judah Avenue and use another street to reach Aviation Boulevard, such as West 118th Street); and
- 2) The traffic counts demonstrate that there is no evidence or data to suggest that West 117th Street west of Judah Avenue is currently being used as a "cut-through" street as asserted in the comment (e.g., during the PM peak hour, only two cars were counted to turn left from northbound Judah onto westbound West 117th). As there is no demonstrated patterns of regular cut-through traffic using Judah Avenue and West 117th Street, it is reasonable to conclude that original project-related traffic would also not regularly use this route.

Should the County decide to implement the curb restriction, the number of vehicles potentially re-routed is relatively small (about 30 cars in the AM peak hour and about 20 cars in the PM peak hour) and would not adversely affect other streets that would absorb this additional traffic. Therefore, no additional review of this or other measures to physically restrict traffic movements on West 117th Street and/or Judah Avenue are required or recommended, and impacts would be less than significant.

Option 3 was the potential installation of a landscaped median island on the “wide” segment of Judah Avenue between West 118th Street and West 120th Street. Conceptually, the roadway configuration would be modified from the current two through travel lanes in each direction on Judah Avenue to one travel lane in each direction, plus a center landscaped median. Left-turn pockets can be provided at intersections. Curbside parking could also be retained on both sides of Judah Avenue with the center landscaped median.

The purpose for consideration of a center median island on Judah Avenue would be to aid in the managing of traffic along the roadway as research has shown that motorists will generally drive slower in a more constricted roadway environment. According to the County Public Works Neighborhood Traffic Management Program website (www.dpw.lacounty.gov/tnl/ntmp.com), a center median island can be slightly effective in reducing travel speeds on the effected roadway segment, although it may not have a measurable effect on traffic volumes. Also, many residents in the community would likely view the landscaped median as an attractive feature from an aesthetic standpoint.

Some residents along Judah Avenue could be somewhat inconvenienced by the installation of a center median island as it would effectively limit traffic movements at their driveways to right-turns only, thereby resulting in the need to make u-turns at intersections and/or slightly adjusting travel routes based on the limited traffic movements at their driveways. These slight changes in travel patterns due to a raised center median would not result in a significant traffic impact and no mitigation is required.

The reduction in number of through travel lanes as a result of Option 3 would not be a significant adverse impact because the number of vehicles currently using Judah Avenue is relatively small (e.g., nine northbound/13 southbound cars on Judah Avenue south of West 118th Street in the AM peak hour, and 12 northbound/23 southbound through cars on Judah Avenue south of West 118th Street in the PM peak hour). As the potential landscaped median on Judah Avenue is not required to mitigate traffic impacts associated with the original project, it is not required for installation in conjunction with development of the original project, however, the County may consider installation of the median as part of the original project or at a later date.

The consideration of these optional traffic calming measures did not result in any new or more significant impacts from implementation of the Aviation Station original project, and associated off-site components, than disclosed in the Final EIR, and does not require recirculation of the EIR.

**TABLE 5.1-8
SUMMARY OF V/C RATIOS AND LOS FOR COUNTY OF LOS ANGELES STUDY INTERSECTIONS –
REFLECTING TRAFFIC CALMING MEASURE OPTION 1**

Intersection	Peak Hour	[1] Year 2009 Existing		[2] Year 2014 w/Ambient Growth		[3] Year 2014 w/Proposed Project				[4] Year 2014 w/Related Projects			
		V/C	LOS	V/C	LOS	V/C	LOS	Change V/C ^a [3]-[2]	Significant Impact?	V/C	LOS	Change V/C ^b [4]-[2]	Significant Impact?
2. Aviation Boulevard/ 116 th Street (Site Driveway)	AM	0.374	A	0.387	A	0.412	A	0.025	NO	0.419	A	0.032	NO
	PM	0.417	A	0.432	A	0.418	A	-0.014	NO	0.425	A	-0.007	NO
3. Aviation Boulevard/ 117 th Street	AM	0.426	A	0.437	A	0.451	A	0.014	NO	0.458	A	0.021	NO
	PM	0.496	A	0.510	A	0.505	A	-0.005	NO	0.512	A	0.002	NO

V/C = volume to capacity ratio; LOS = level of service
^a Change V/C for 2014 w/Proposed Project is calculated by subtracting the Year 2014 w/Ambient Growth V/C from the Year 2014 w/Proposed Project V/C.
^b Change V/C 2014 w/Related projects is calculated by subtracting the Year 2014 w/Related projects V/C from the Year 2014 w/Ambient Growth V/C.
 Source: LLG 2011

(b) Hazardous Traffic Conditions. With incorporation of MM 5.1-2, which includes the implementation of a traffic light at the intersection of West Imperial Highway and the California Department of Transportation (Caltrans) driveway, and MM 5.1-1, which requires compliance with MUTCD, potential impacts related to hazardous traffic conditions would be less than significant.

(c) Parking Problems. Parking for the original project would provide a total of 797 parking spaces through construction of one level of subterranean parking that would underlie the majority of Lot 1 and Lot 2, and through Street Level parking. As described in MM 5.1-3, parking shall be Americans with Disabilities Act (ADA) compliant. The Traffic Analysis determined the original project would provide adequate residential and commercial parking and there would be a less than significant impact. Although a significant parking impact was not identified, MM 5.1-4 would be implemented to reduce potential on-street parking conflicts for the adjacent neighborhood.

(d) Inadequate Emergency Access. The original project includes an emergency access Fire Lane adjacent to the Metro Green Line and would be designed in compliance with all applicable *California Building Code* requirements. Impacts associated with emergency access would be less than significant.

(f) Conflict with Alternative Transportation Policies. The relocation of the existing Metro bus terminal has the potential to disrupt existing bus operations if the newly constructed Metro bus terminal is not fully operational. Although standard Metro procedures provide uninterrupted bus services, the inclusion of MM 5.1-5 requires that the existing on-site Metro bus terminal be maintained until the new off-site Metro bus terminal is fully operational, thereby eliminating a potential impact to Metro bus transit services. The original project supports and is consistent with regional (i.e., Southern California Association of Governments [SCAG]) and County policies regarding transportation, including alternative transportation.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Congestion Problems, (e) Congestion Management Program, (g) Other Factors. The Project would use the existing regional and local road network for construction-related traffic, as originally planned and no new or significant impacts would result related to construction-related traffic congestion or conflicts with the congestion management program. Construction truck traffic would be reduced due to the elimination of the subterranean parking garage under Lot 1 and the associated reduced need for export of soils (MM 5.1-6 would still be required).

Project phasing of construction activities would also generally reduce the amount of construction traffic because construction on Lot 1 and Lot 2 is now planned to occur at different times. The Project would not change the construction requirements for the off-site Caltrans-owned property (MM 5.1-1 would still be required).

Linscott, Law & Greenspan Engineers (LLG) prepared a Memorandum to compare the traffic impacts of the Project with the originally proposed project analyzed in the Draft EIR. The trip generation forecasted for the full buildout of the Project (i.e., Phases 1 and 2) is presented in Table A of the Memorandum. The Project is expected to generate an increase of 161 net new vehicle trips (25 inbound trips and 136 outbound trips) during the AM peak hour. During

the PM peak hour, the Project is expected to generate an increase of 54 net new vehicle trips (31 inbound trips and 23 outbound trips). Over a 24-hour period, the Project is forecasted to generate an increase of 792 net new daily trip ends during a typical weekday (396 inbound trips and 396 outbound trips).

When compared with the trip generation forecast for the originally proposed project analyzed in the Draft EIR (based on the November 17, 2009, traffic impact study), it is concluded that the trip generation forecast for the Project results in a decrease in traffic volumes for the AM and PM peak hours, as well as on a daily basis. As analyzed in the Draft EIR, the original project was forecasted to generate a net increase of 171 vehicle trips during the AM peak hour, 83 vehicle trips during the PM peak hour, and 1,114 vehicle trip ends during a typical weekday. As such, the trip generation forecast for the Project reflects a decrease of 10 vehicle trips during the AM peak hour, 29 vehicle trips during the PM peak hour, and 322 vehicle trips on a daily basis when compared to the originally proposed Project.

As part of the Project, vehicular access to the Project site will be provided via one driveway on Aviation Boulevard. The Project eliminates the driveway on West 117th Street. As such, the Project trip distribution pattern was updated to account for the change in the site access and circulation scheme for the Project. The forecasted net project traffic volumes account for the redistribution of existing trips associated with the Metro bus terminal and Caltrans Park-and-Ride facilities, which would be reconfigured as part of Phase 2 of the Project. The nine study intersections were re-evaluated as part of the supplemental analysis for the Project. The Project impact during the AM and PM peak hours was evaluated based on future operating conditions at the nine study intersections, both without and with the Project. As summarized in the Memorandum, the Project is not expected to create significant impacts at any of the study intersections. Incremental but not significant impacts are noted at the study intersections.

The Project is consistent with the results contained in the traffic impact study included in the Draft EIR. As no significant impacts are expected due to the Project, no traffic mitigation measures are required or recommended for the study intersections. Therefore, no new or more significant impacts associated with traffic congestion or conflicts with the congestion management program would result from the Project with implementation of MM 5.1-2 and MM 5.1-3.

(b) Hazardous Traffic Conditions. The Project would not alter the development of the off-site Caltrans owned property, which would be required to install a traffic light on the existing Caltrans driveway on West Imperial Highway, which would lessen traffic hazards. Therefore, no new or more significant impacts associated with hazardous traffic conditions would result from the Project with implementation of MM 5.1-2.

(c) Parking Problems. The original project included shared parking for Lots 1 and 2; however, the Project includes separate parking allotments for the two lots. A total of 412 parking spaces are proposed within the parking structure for Lot 1. The 412 parking spaces include 340 for residents, 66 for guests, and 6 for the leasing office. Lot 1 would contain 27 tandem parking spaces (6 located on Level 2; 7 located on Levels 3, 4, and 5). Lot 2 includes one level of subterranean parking as well as surface parking. Of the total 255 parking spaces in Lot 2, 79 are surface parking spaces and 176 are located within the subterranean parking garage. The 255 parking spaces include 155 spaces for residential, 28 spaces for guests, 69 spaces for retail, and 3 spaces for Sheriff convenience station parking. Of the 155 residential parking spaces, a total of 23 spaces are tandem. Access to subterranean parking on Lot 2 is from Aviation Boulevard to West 116th Street and is located near the southeastern corner of Lot 2. Although the residential parking ratio is reduced

slightly, the overall methodology for determining the appropriate number of parking spaces for the various land uses is consistent with the Draft EIR. The originally proposed project contained a total of 797 parking spaces. The Project includes a total of 667 parking spaces. The proposed parking for each lot meets the parking standards defined by the Hearing Officer as defined by the MXD zone. Therefore, no new or more significant impacts associated with parking would result from the Project with implementation of MM 5.1-4.

(d) Inadequate Emergency Access. The Project does not alter the emergency access requirements, including the location, width, and restricted access standards for the emergency access Fire Lanes. Therefore, no new or more significant impacts associated with emergency access would result from Project implementation.

(f) Conflict with Alternative Transportation Policies. The Project does not alter the plans for relocation of the existing Metro bus terminal. The Project would continue to support and be consistent with regional (i.e., Southern California Association of Governments [SCAG]) and County policies regarding transportation, including alternative transportation. The Project includes the potential for developing bicycle storage within the community space, thereby supporting alternative transportation options to and from the Metro bus terminal and Metro Green Line. Therefore, no new or more significant impacts associated with alternative transportation policies would result from Project implementation (MM 5.1-5 would still be required).

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.1-1 All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.

MM 5.1-2 To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.

- Vehicular access to the Project site shall be limited to **one** driveways on Aviation Boulevard and ~~West 117th Street~~.

The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project site and shall be modified to serve as the ~~main~~ Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For exiting traffic, two lanes shall be provided: one for left-turns and one for right-turns.

~~The West 117th Street driveway shall be located on the north side of West 117th Street at the southwest corner of the Project site, and shall provide secondary access to the commercial and residential components of the Project and associated parking areas. This driveway shall accommodate left-turn ingress and right-turn egress movements only to direct Project-related traffic to and from Aviation Boulevard (i.e., limit Project traffic from travelling on nearby local residential streets).~~

- **Prior to Phase 2, the** existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces).

Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway.

The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only.

The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only).

The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot.

A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal.

- **Prior to Phase 2, a** new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements.
- Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and modification of the traffic signal shall

be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval.

- The design/redesign of the intersections (and associated traffic signal installations), roadways, and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of the LACDPW.

MM 5.1-3 The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).

MM 5.1-4 ~~Prior to~~ **Upon** issuance of the first occupancy permit, the Project Applicant/Developer shall coordinate with the Los Angeles County Department of Public Works regarding a possible ~~restricted preferential parking program district for the residential streets West 117th Street and Judah Avenue~~ adjacent to the Project site, **including but not limited to West 117th Street and Judah Avenue** which currently have unrestricted parking. **A preferential parking district shall be** ~~Whether or not restricted parking is implemented if it is determined to be necessary to the mutual satisfaction of the County and adjacent residents. The Project shall be solely responsible for the costs to establish the preferential parking district. In addition, and~~ the type of ~~restriction~~ **restriction measures to be** used (e.g., meters, permits, signs) shall **also** be determined to the mutual satisfaction of the ~~Project Applicant/Developer,~~ the County, and the adjacent residents. **The Project shall be subject to the requirements of this mitigation measure until two years after the issuance of Phase 2 occupancy permit.**

MM 5.1-5 The Project Applicant/Developer shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.

MM 5.1-6 To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant/Developer shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.

In addition, MM 3.2-6 and MM 3.4-3 from Section 3.2, Flood, and Section 3.4, Noise, of the Draft EIR, are applicable to the traffic analysis.

3.10 SEWAGE DISPOSAL

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Treatment Plant Capacity (Less than Significant with Mitigation)
- (b) Sewer Line Capacity (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding sewage disposal in Section 5.2 of the Draft EIR, the Sewer Area Study located in Appendix I of the Draft EIR, and written correspondence with Sanitation Districts of Los Angeles County and the County of Los Angeles Department of Public Works located in Appendix J of the Draft EIR, which are incorporated by reference herein.

(a) Treatment Plant Capacity. The original project's expected net daily wastewater generation of 77,626 gallons per day (gpd) would represent approximately 0.065 percent of the available 119,300,000-gpd (119.3 million gallons per day [mgd]) remaining capacity of the Joint Water Pollution Control Plant (JWPCP). This small increment in wastewater contributed from the original project would not create capacity problems at the treatment plant serving the original project. Also, the *California Health and Safety Code* allows the Sanitation Districts of Los Angeles County (LACSD) to charge a fee for connecting to the LACSD sewer system or for increasing the existing strength or quantity of wastewater attributable to a particular parcel. The original project would be subject to this fee, as described in MM 5.2-1. Implementation of proposed improvements in the Caltrans Off-Site Project Area would not result in a net increase in sewage generated by the new Metro bus terminal and would not impact the treatment capacity at the JWPCP because demand would not be increased.

(b) Sewer Line Capacity. The Sewer Area Study for the original project determined that, with the implementation of the sewer line improvements stated in MM 5.2-2, there would be adequate access and capacity in the local sewer system and trunk sewer serving the project site. The new local sewer lines would be annexed into the LACDPW's Consolidated Sewer Maintenance District, as required by MM 5.2-3. Also, a new sewer lateral line within the off-site, Caltrans-owned property would be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal (refer to MM 5.2-4).

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impact of the Project would be reduced, increased, or remain the same.

(a) Treatment Plant Capacity. The Project would not increase the demand for sewage treatment analyzed in the Draft EIR; therefore, no new or more significant impacts would result from Project implementation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for sewage treatment (MM 5.2-1 would still be required).

(b) Sewer Line Capacity. The Project would not increase the need for sewage infrastructure improvements analyzed in the Draft EIR; therefore, no new or more significant impacts would result from Project implementation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the impact to sewage infrastructure (MM 5.2-2, MM 5.2-3, and MM 5.2-4 would still be required).

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.2-1 Prior to the issuance of building permits, the Project Applicant/Developer shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County *Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County*.

MM 5.2-2 Prior to issuance of building permits, the Project Applicant/Developer shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure:

- An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street;
- An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street;
- An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to the existing sewer line in West 117th Street;
- An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street;
- Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and
- Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line.

MM 5.2-3 Prior to the issuance of building permits, the Project Applicant/Developer shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.

MM 5.2-4 Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant/Developer shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch-diameter local sewer line within the off-site Caltrans property.

3.11 EDUCATION

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) School District Capacity (Less than Significant with Mitigation)
- (b) Capacity of Individual Schools (Less than Significant with Mitigation)
- (c) Student Transportation Problems (Less than Significant Impact)
- (d) Increased Library Demand (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding education in Section 5.3 of the Draft EIR and written correspondence with Wiseburn School District (Draft EIR Appendix J), Centinela Valley Union High School District (Draft EIR reference Huttenberger 2010), and the County of Los Angeles Public Library (Draft EIR Appendix A), which are incorporated by reference herein.

(a) School District Capacity, (b) Capacity of Individual Schools. Implementation of the original project would generate additional Grade K-12 students that would be served by the Wiseburn School District (WSD) and the Centinela Valley Union High School District (CVUHSD). Payment of the statutory fees under SB 50, as required in MM 5.3-1, would mitigate for all impacts associated with the implementation of the original project to all affected school districts, as SB 50 expressly states that the payment of SB 50 fees is deemed to provide “full and complete mitigation of impacts”.

(c) Student Transportation Problems. The schools that would serve the school children residing in the residences within the original project are all within 2 miles of the project site and these residences would not be eligible for school bus services. There may be a demand for special needs student transportation to these schools; however, the numbers of children generated by the original project that would need this service would be minimal and would not generate a significant impact to student transportation services.

(d) Increased Library Demand. Implementation of the original project is estimated to generate a net population increase of 1,117 persons, and these residents would be served by the County of Los Angeles Public Library. To mitigate the costs associated with the provision of service expansions to satisfy the demands of new populations, the County of Los Angeles established the Library Facilities Mitigation Fee Program (Chapter 22.72 of the County Code). This fee would be applicable to the original project, and its payment would be ensured via MM 5.3-2.

Revised Project

The impacts of the Project compared to the impacts of the original Project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) School District Capacity, (b) Capacity of Individual Schools. The Project would not increase the need for school district capacity. The Project reduces the number of residential units from 390 to 376, thereby reducing the number of students projected to be generated by the Project. Therefore, no new or more significant impacts related to school district capacity or the capacity of individual schools would result from Project implementation (MM 5.3-1 would still be required).

(c) Student Transportation Problems. The Project would not alter student eligibility for school bus services and would slightly reduce the projected demand for special needs student transportation. Therefore, no new or more significant impacts related to student transportation would result from Project implementation.

(d) Increased Library Demand. The Project would not increase the need for library services analyzed in the Draft EIR. The Project reduces the number of residential units from 390 to 376, thereby reducing the amount of demand for library services. Therefore, no new or more significant impacts related to library demand would result from Project implementation (MM 5.3-2 would still be required).

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.3-1 The Project Applicant/Developer shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to *California Government Code*, Section 65995 (SB 50).

MM 5.3-2 The Project Applicant/Developer shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.

3.12 FIRE/SHERIFF SERVICES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Staffing or Response Times at the Fire or Sheriff's Station Serving Project (Less than Significant with Mitigation)
- (b) Special Fire or Law Enforcements Problems (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding fire and sheriff services in Section 5.4 of the Draft EIR and written correspondence with the Los Angeles County Fire Department and the County of Los Angeles Sheriff's Department, both located in Appendix J of the Draft EIR, which are incorporated by reference herein.

(a) Staffing or Response Times at the Fire or Sheriff's Station Serving original project, (b) Special Fire or Law Enforcements Problems. Construction-related activities, primarily from the hauling of large equipment and materials to and from the project site, could temporarily increase traffic congestion and obstruct traffic circulation in the vicinity of the project site, potentially affecting emergency response access and circulation. To ensure less than significant impacts to fire and sheriff's department response times, all construction vehicles would be required to enter and exit the project site from nearby designated truck routes (i.e. Aviation Boulevard and/or West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on the residential portion of West 117th Street, Judah Avenue, or any residential streets within the Del Aire community, in accordance with MM 3.4-3.

The original project includes a 28-foot-wide emergency-vehicle-only Fire Lane located between the existing off-site Metro Green Line Station and Buildings 2A/2B on Lot 2. The Fire Lane ingress/egress points from the intersection of Judah Avenue and West 116th Street would be gated and used for emergency vehicles only. Also, the Los Angeles County Fire Department (LACFD) determined that the proposed buildings, increased density of development, and associated increased demand for LACFD services would result in a less than significant impact to fire protection services in the original project area, the LACFD has not indicated any special fire protection problems existing in the original project area. As described in MM 3.3-1, the original project would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures.

The Los Angeles County Sheriff's Department (LACSD) has indicated that implementation of the original project would increase demand for LACSD services, which would result in the need for additional law enforcement resources for the general area of service. However, the LACSD concluded that implementation of the original project would not significantly impact acceptable service ratios or response times, that no new facilities are required to serve the original project, and there are no special law enforcement problems in the original project area. The original project would not create the need for expanded facilities or new facilities, and existing facilities are adequate to serve the original project. The LACSD recommends that after occupancy of the original project, a re-assessment of sheriff services demands be initiated to determine whether additional services would be required (refer to MM 5.4-1). The recommended LACSD assessment would be intended to ensure that services are appropriately allocated to areas in need. Additionally, the LACSD would implement the Block Watch Program for the original project, as is standard for all new housing developments.

The proposed reconfiguration of land uses on the Caltrans Off-Site Project Area immediately north of the project site and off-site utility improvements to serve the original project would not result in new or expanded land uses that would require additional fire or Sheriff protection services.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Staffing or Response Times at the Fire or Sheriff's Station Serving Project, (b) Special Fire or Law Enforcements Problems. The Project would not increase the need for fire or sheriff resources analyzed in the Draft EIR. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from

29,500 sf to 17,180 sf, thereby reducing the demand for services provided by fire and sheriff department generated by the Project. The Project includes the potential for a Sheriff convenience station within the community space. Therefore, no new or more significant impacts related to fire or sheriff resources would result from Project implementation (MM 5.4-1 would still be required).

Although less than significant impacts were identified related to sheriff services, the following mitigation is recommended to minimize potential impacts.

MM 5.4-1 Prior to issuance of a certificate of occupancy, the Project Applicant/Developer shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.

In addition, MM 3.3-1, MM 3.4-3, and MM 5.1-1 from Section 3.3, Fire, Section 3.4, Noise, and Section 5.1, Traffic, of the Draft EIR are also applicable to the analysis of fire and sheriff services.

3.13 UTILITIES/OTHER SERVICES

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Water Supply (Less than Significant with Mitigation)
- (b) Fire Flows and Pressures (Less than Significant with Mitigation)
- (c) Utility Service Problems (Electricity, Natural Gas, and Communication Services)
(Less than Significant Impact)
- (d) Landfill Capacity (Less than Significant with Mitigation)
- (f) Inefficient Use of Energy Resources (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding utilities and other services in Section 5.5 of the Draft EIR and written correspondence with the LACSD located in Appendix J of the Draft EIR, and communications with Golden State Water Company (GSWC) personnel, among other sources, which are incorporated by reference herein.

(a) Water Supply, (b) Fire Flows and Pressures. The original project is estimated to require approximately 148.6 acre-feet per year (afy) of potable water, which is a small portion of the water supplies available to GSWC. Specifically, it would comprise approximately 0.04 percent of the 2010 demand projected in the 2005 Urban Water Management Plan (UWMP). In light of the measures being implemented to develop new water supplies and reduce overall demands in the affected service areas, and because the original project would not increase the population or employment in the GSWC service area beyond that which is projected in the 2005 UWMP, water supplies are considered to be adequate to serve the original project. Impacts to water supply would be less than significant.

Although no significant impact was identified, the original project includes features and mitigation to increase water conservation efforts. The original project would be constructed and operated in compliance with the County's Water Conservation Requirements for the Unincorporated Los Angeles County Area [Los Angeles County Code, Title 11, Chapter 11.38, Part 4, readopted October 7, 2008]; Water Efficient Landscaping Requirements [Los Angeles County Code, Title 26, Chapter 71], Green Building ordinances [Los Angeles County Code: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building], and would be designed and constructed with features to achieve Leadership in Energy and Environmental Design (LEED™) Silver certification to increase water conservation (refer to MM 6.4-1). All appliances would comply with efficiency standards set forth in Title 20, California Administrative Code Section 1604(f), and all fixtures must be certified as compliant with Title 24 of the California Administrative Code Section 1606(b). MM 6.4-2 requires that educational materials regarding water conservation techniques and programs be provided to all future homeowners and residents of the original project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).

Connection fees must be paid before a water connection permit is issued by the GSWC. Compliance with MM 5.5-1 would ensure that potential impacts to water service provision would be less than significant. In order to ensure the original project receives adequate fire flow pressure, the original project includes the construction of new water and fire protection infrastructure (refer to MM 3.3-2).

(c) Utility Service Problems (Electricity, Natural Gas, and Communication Services), (f) Inefficient Use of Energy Resources. Based on consultation with affected utilities, all dry utility infrastructure (electrical, natural gas, telephone, and cable) was determined to be capable of adequately handling any increased demand on the system that would result from the original project. Other than relocating overhead utility infrastructure underground, no additional infrastructure would need to be built to handle the increased demand resulting from the original project, and there would be a less than significant impact. With implementation of energy-efficiency features associated with achievement of LEED™ Silver certification, and attaining at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards (refer to MM 6.4-1), the original project would not result in an inefficient use of electricity.

(d) Landfill Capacity. Construction activities on the project site would be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight (MM 5.5-2 and MM 6.4-1). Because solid waste from construction of the original project would be short term and waste would be reduced through the County Ordinance requirements, short-term construction impacts would be less than significant.

The proposed Aviation Station original project is estimated to generate approximately 1.1 tons of solid waste per day without consideration of waste diversion in compliance with AB 939 or the existing solid waste generation from current land uses on the project site. Solid waste generated by the original project could be disposed of at any of the County facilities described above that accept municipal (non-hazardous) waste and do not have a restricted "wasteshed" that precludes the project site. Based on review of the Los Angeles County Department of Public Works 2007 Annual Report on the County's Integrated Waste Management Plan, the County would be able to provide for its solid waste disposal needs through the 15-year planning period by successfully permitting and developing all in-county landfill expansions and using out-of-county disposal facilities. MM 6.4-2 requires that educational materials regarding

waste reduction and recycling services to be provided to future homeowners and residents of the original project through the Homeowner's Association and mandated through the CCRs. Although the solid waste generated by the moderately sized residential project would be considerable, the availability of on-site recycling receptacles and the dissemination of educational information required by MM 6.4-2 would ensure that waste generation would not individually exceed the capacity of the LACSD's available facilities. Therefore, the original project's contribution to the solid waste stream would be less than significant.

Revised Project

The impacts of the Project compared to the impacts of the original Project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Water Supply, (b) Fire Flows and Pressures. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of potable water demands generated by residents and businesses within the Project. The Project would not alter requirements for compliance with applicable State and County regulations related to water conservation. Therefore, no new or more significant impacts to water supply would result from Project implementation (MM 5.5-1 would still be required).

(c) Utility Service Problems (Electricity, Natural Gas, and Communication Services), (f) Inefficient Use of Energy Resources. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for utility services (e.g. electricity, natural gas, and communication services) generated by residents and businesses within the Project. Therefore, no new or more significant impacts to utility services would result from Project implementation.

(d) Landfill Capacity. The Project would not alter the amount of demolition materials generated by Project-related construction activities because the existing structures on the Project site would still require removal. Additionally, a similar amount of construction and demolition (C&D) debris would be generated by the construction of the structures on Lot 1 and Lot 2. Therefore, no new or more significant impacts to landfill capacity related to construction activities would result from Project implementation (MM 5.5-2 would still be required). The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for landfill capacity generated by residents and businesses within the Project. Therefore, no new or more significant impacts to landfill capacity would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 5.5-1 Prior to the issuance of building permits, the Project Applicant/Developer shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.

MM 5.5-2 Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.

In addition, MM 3.3-2, MM 6.4-1 and MM 6.4-2 from Section 3.3, Fire, and Section 6.4, Greenhouse Gas Emissions and Climate Change, of the Draft EIR are applicable to the analysis of utilities.

3.14 ENVIRONMENTAL SAFETY

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) On-Site Hazardous Materials (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (b) Pressurized Tanks or Hazardous Wastes On-Site (Less than Significant with Mitigation - construction; Less than Significant Impact - operation)
- (c) Adversely Affect Residential Land Uses, Schools, or Hospitals (Less than Significant Impact)
- (d) Residual Soil Toxicity (Less than Significant with Mitigation – construction; Less than Significant Impact - operation)
- (e) Accidental Release of Hazardous Materials (Less than Significant with Mitigation)
- (f) Hazardous Emissions or Materials within ¼-Mile of a School (Less than Significant Impact)
- (g) Location on Known Hazardous Waste Site (Less than Significant with Mitigation - construction; Less than Significant Impact - operation)
- (h) Proximity to Airport or Airstrip (Less than Significant with Mitigation)
- (i) Interfere With Emergency Response or Evacuation (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding environmental safety in Section 6.1 of the Draft EIR and the Environmental Data Resources (EDR) Radius Map™ with GeoCheck® assessment, which are incorporated by reference herein.

(a) On-Site Hazardous Materials, (b) Pressurized Tanks or Hazardous Wastes On-Site, (d) Residual Soil Toxicity. Construction activities on any urban infill project may have the potential to discover unknown contamination through on-site grading and excavation activities. MM 6.1-1 requires that the County of Los Angeles Department of Public Works review and approve the final contractor specifications to verify that a contingency plan has been included that addresses the potential to encounter unknown subsurface anomalies and that includes the appointment of a Construction Monitor with a California Occupational Safety and Health Administration (CalOSHA) Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification. Also, construction activities can involve the use and handling of limited volumes of commonly used hazardous materials, such as petroleum (fuel), paints, adhesives, and solvents. The handling, storage, and usage of these

materials would be subject to applicable local, State, and/or federal regulations, including BMPs set forth in the NPDES Construction General Permit, as required in MM 4.1-1.

The original project would not involve the long-term use, transport, production, handling, or storage of hazardous materials on-site, nor contain pressurized tanks or hazardous wastes on site. Residential household hazardous waste (HHW) would be handled through HHW/E-Waste Collection Events, operated by the LACDPW and LACSD.

(g) Location on Known Hazardous Waste Site. The project site is not included on a list of hazardous materials sites, and implementation of the original project would not be affected by, or affect, listed properties in the vicinity of the project site. However, compliance with MM 6.1-1 would ensure that impacts associated with potential unknown soil toxicity would be less than significant.

(c) Adversely Affect Residential Land Uses, Schools, or Hospitals, (f) Hazardous Emissions or Materials within ¼-Mile of a School. There are numerous residential, single-family homes located to the south and east of the project site. There are no schools located within 0.25 mile of the project site. Construction of the original project would result in less than significant impacts related to handling of common construction-related hazardous materials, and less than significant impacts related to potential encounter with unknown subsurface contamination with implementation of MM 6.1-1.

(e) Accidental Release of Hazardous Materials. The existing structures on the project site were constructed between 1936 and 1947, and may therefore contain asbestos-containing materials (ACMs) and lead-based paint (LBP) within interior and/or exterior materials and surfaces. As required in Mitigation Measure 6.1-2, a comprehensive pre-demolition survey for ACMs and LBP in on-site structures would be conducted where such surveys have not been conducted to date. Prior to or during demolition of the on-site structures, asbestos- and lead-containing materials would be removed and disposed of by qualified Contractors in accordance with State regulations, as described in MM 6.1-2 and MM 6.1-3. Also, based on the age of the buildings on the project site, there is a potential for the transformers to use a dielectric fluid based on polychlorinated biphenyls (PCBs). MM 6.1-2 requires a pre-demolition survey for PCB-containing electrical equipment and the removal and disposal of any such equipment, if found, prior to or during demolition in accordance with regulatory requirements. The reconfiguration of existing uses within the Caltrans Off-Site Project Area and the off-site utility improvements would not involve the demolition of any structures that could contain ACMs, LBP, or PCBs.

(h) Proximity to Airport or Airstrip. The project site is less than one mile from LAX, and therefore the original project is subject to 49 Code of Federal Regulations (CFR), Part 77 (Federal Aviation Regulation [FAR] FAR Part 77- Objects Affecting Navigable Airspace). The total building heights of the original project, including mechanical equipment, mechanical penthouses, and antennae, range from 67 feet above ground level (agl) to 72 feet agl (163 feet above mean sea level (msl) to 168 feet above msl). Pursuant to FAR Part 77, the original project Applicant notified the Federal Aviation Administration (FAA) of the original project and subsequently received a Letter of Determination for the original project. Based on the heights of the four proposed structures, including antenna or other appurtenances that may be placed on rooftops, the FAA issued a "Determination of No Hazard to Air Navigation" on January 25, 2010. Based on this determination, the original project would have no short-term construction or long-term operation impacts to LAX operations or other aviation activity in the original project vicinity. To ensure there would be no impact to air traffic with original project implementation, MM 6.1-4 requires all structures to comply with FAA height restrictions.

(i) Interfere With Emergency Response or Evacuation. During construction activities, all existing land uses would be demolished; therefore, no habitable structures would be located on-site during construction activities that would require emergency response. Off-site construction activities include the construction of new and/or replacement utilities within local streets, including Aviation Boulevard, West 116th Street, West 117th Street, and Judah Avenue. These construction activities have the potential to disrupt traffic through temporary lane closures or traffic diversions. Compliance with MM 6.1-5, requiring Worksite Traffic Control Plans in accordance with the Work Area Traffic Control Handbook (WATCH) Manual and 2010 California MUTCD, would ensure that potential short-term impacts to emergency response plans or evacuation routes would be less than significant.

The original project would require the reconfiguration of ingress/egress points to the project site. As discussed in Section 3.3, Fire Hazards, of the Draft EIR, the original project, including Caltrans Off-Site Project Area improvements, would comply with all applicable *County of Los Angeles Code* and Ordinance requirements regarding fire prevention and suppression measures, including emergency access (refer to MM 3.3-1). There would be a less than significant impact associated with emergency response and evacuation.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) On-Site Hazardous Materials, (b) Pressurized Tanks or Hazardous Wastes On-Site, (d) Residual Soil Toxicity. The Project would eliminate the subterranean parking structure within Lot 1, thereby reducing the amount of soil disturbance and the potential for construction activities to discover unknown contamination through on-site grading and excavation activities. The Project would not alter the acres of disturbance, location, or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts related to hazardous materials, pressurized tanks, or soil toxicity potentially exposed during excavations would result from Project implementation.

(g) Location on Known Hazardous Waste Site. The Project would not alter the acres of disturbance, location, or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts to known hazardous waste sites would result from Project implementation.

(c) Adversely Affect Residential Land Uses, Schools, or Hospitals, (f) Hazardous Emissions or Materials within ¼-Mile of a School. The Project would not alter the acres of disturbance, location, or area of impact analyzed in the Draft EIR; therefore, no new or more significant impacts related to hazards near schools or other sensitive land uses would result from Project implementation (MM 6.1-1 would still be required).

(e) Accidental Release of Hazardous Materials. The Project would not alter the amount of demolition materials generated by Project-related construction activities because the existing structures on the Project site would still require removal. Additionally, a similar amount of C&D debris would be generated by the construction of the structures on Lot 1 and Lot 2. Therefore, no new or more significant impacts to hazards associated with demolition and construction activities (e.g., PCBs, LBP, ACMs) would result from Project implementation (MM 6.1-2 and MM 6.1-3 would still be required).

(h) Proximity to Airport or Airstrip. The Project does not alter the height, location, or acres of development from the originally proposed project; therefore, no new or more significant impacts related to the Project's proximity to an airport would result from Project implementation (MM 6.1-4 would still be required).

(i) Interfere With Emergency Response or Evacuation. The Project does not alter the emergency access requirements, including the location, width, and restricted access standards for the emergency access Fire Lanes. Therefore, no new or more significant impacts associated with emergency access would result from Project implementation (MM 6.1-5 would still be required). As part of the Project, vehicular access to the Project site will be provided via one driveway on Aviation Boulevard. The originally proposed project driveway on West 117th Street is eliminated as part of the Project. As summarized in the Memorandum prepared by Linscott Law and Greenspan Engineers, the Project will not create significant impacts at any of the study intersections. Incremental but not significant impacts are noted at the study intersections.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

MM 6.1-1 Prior to the issuance of a grading permit(s), the Project Applicant/Developer shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs, stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.

MM 6.1-2 Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations, including ASTM E 1527-05; 15 USC Chapter 15 (Toxic Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).

If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant/Developer shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.

If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant/Developer shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 *United States Code* (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the County of Los Angeles County Department of Public Works prior to issuance of the demolition permit.

After demolition, the Project Applicant/Developer shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the County Department of Public Health (DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified in the demolished structure has been completed in full compliance with applicable regulations. The Los Angeles County Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.

- MM 6.1-3** Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).
- MM 6.1-4** All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant/Developer shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA "Determination of No Hazard to Air Navigation" at the time of building permit issuance.
- MM 6.1-5** Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.
- MM 6.1-6** Prior to ~~final tract map approval~~ **issuance of a grading permit**, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the

Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.

In addition, MM 4.1-1 from Section 4.1, Water Quality, of the Draft EIR is applicable to the analysis of environmental safety.

3.15 LAND USE

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Inconsistent with Land Use Designation (Less than Significant Impact)
- (b) Inconsistent with Zoning (Less than Significant Impact)
- (c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other) (Less than Significant Impact)
- (d) Divide an Established Community (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding land use in Section 6.2 of the Draft EIR, which is incorporated by reference herein.

(a) Inconsistent with Land Use Designation, (b) Inconsistent with Zoning. The original project is currently not consistent with the existing land use designation and zoning for the project site. The original project, as planned, requires both a general plan amendment and a zone change. The original project would not conflict with applicable goals and policies of the SCAG's *Regional Transportation Plan (RTP)*, the *Compass Growth Vision Report (Compass Blueprint)*, goals or the goals and policies of the *County of Los Angeles General Plan*. Therefore, the proposed general plan amendment would not result in significant land use impacts. Also, as the northerly portion of the project site is located within the Airport Influence Area for LAX, the original project has been developed in a manner that is consistent with the land use compatibility standards of the Los Angeles County Comprehensive Airport Land Use Plan. The area of the original project that falls within the LAX Airport Influence Area would be presented to the Airport Land Use Commission (ALUC) for a consistency determination, prior to final original project approval with the Board of Supervisors (refer to MM 6.2-1).

The zone change to the MXD-68U-DP (Mixed Use Development/68 Dwelling Units per Net Acre/Development Program) combining zone is appropriate for the original project because of the allowable flexibility in design in the MXD zone to accommodate an appropriate transit-oriented development at a major light rail station and bus terminal, and there would be a less than significant impact.

Regarding land use compatibility, the proposed zoning of MXD-68U-DP will provide an appropriate transition between the established single-family residential neighborhood of Del Aire and nearby industrial uses and LAX. The project site is currently zoned for residential, commercial and public facility land uses, and the proposed MXD-68U-DP zoning will allow for development of a mixed use commercial and residential project at a major transit station. The original project will integrate the surrounding community with the Metro Green Line Aviation Station, will buffer the existing single-family neighborhood from Aviation Boulevard and the major industry surrounding LAX, and appropriately intensifies commercial and retail availability along Aviation Boulevard, a major local thoroughfare, while bringing a transit-oriented development to an underutilized urban site.

The proposed zone change will support surrounding industry by providing essential workforce housing and retail services currently lacking in the area. The project will not encroach upon or convert existing industrially-zoned land for non-industrial uses. The original project has been specifically designed to provide transitional land uses that offer the density required to support a transit-oriented development, and associated land use benefits. The development of the original project would not divide an established community and impacts would be less than significant. Also, by virtue of being a transit-oriented development (TOD) and redevelopment project and incorporating green development standards, the original project would promote sustainability for future generations and would be compatible with the applicable goals and policies of the SCAG RTP and Compass Blueprint goals and the *County of Los Angeles General Plan*. Therefore, the original project is considered compatible with the surrounding land uses and there would be a less than significant impact related to the change in zoning to MXD-68U-DP.

There would be no change to the existing PF (Public Facilities) zoning of the Caltrans Off-Site Project Area or the areas of off-site utility improvements. The introduction of the MXD-68U-DP zone, and proposed mixed-use development project, adjacent to the PF zone and transit amenities, would not present a land use compatibility conflict.

(c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other). The project site is fully developed with urban land uses within an urban portion of the County and is not located within a Significant Ecological Area (SEA), SEA Buffer, coastal Sensitive Environmental Resource Area (ESHA) or in a hillside management area. There would be no impact.

(d) Divide an Established Community. The original project would provide a mix of residential and commercial land uses at a scale and density that would provide a transition between the elevated transit facilities to the north and the single-family residential uses to the south. The development of the original project would not divide an established community and impacts would be less than significant.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Inconsistent with Land Use Designation, (b) Inconsistent with Zoning. The Project will include a zone change to provide development standards to regulate development for both Lot 1 and Lot 2. The zone change for Lot 1 would be to MXD-84U-DP, Mixed Use Development/84 Dwelling Units per Net Acre/Development Program. The zone change for Lot 2 would be to MXD-43U-DP. The Project would still require a General Plan Amendment to change the land use designation to “High Density Residential” and a conditional use

permit requirements for the Project. No new or more significant impacts related to the land use designation and zoning would result from Project implementation (MM 6.2-1 would still be required).

(c) Inconsistent with Land Use Criteria (Hillside Management, Significant Ecological Area, Other). The Project site does not alter the location or acres of impact analyzed for the original project in the Draft EIR. Therefore, no new or more significant impacts related to the consistency with land use criteria would result from Project implementation.

(d) Divide an Established Community. The Project site does not alter the location or acres of impact analyzed for the original project and would provide the same scale/massing to provide a transition for surrounding land uses, as analyzed in the Draft EIR. Therefore, no new or more significant impacts related to division of an established community would result from Project implementation.

3.16 POPULATION, HOUSING, EMPLOYMENT, AND RECREATION

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

- (a) Cumulatively Exceed Population Projections (Less than Significant Impact)
- (b) Induce Substantial Growth (Less than Significant Impact)
- (c) Displace Housing (Less than Significant Impact)
- (d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled (Less than Significant Impact)
- (e) New or Expanded Recreational Facilities (Less than Significant with Mitigation)
- (f) Displace People (Less than Significant Impact)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding population, housing, employment, and recreation in Section 6.3 of the Draft EIR and written correspondence with the County of Los Angeles Department of Parks and Recreation located in Appendix A of the Draft EIR, among other sources, which are incorporated by reference herein.

(a) Cumulatively Exceed Population Projections. The original project would result in a projected net increase of 1,117 persons residing on the project site. When considered in a regional context, the original project would represent approximately 0.32 percent of the Los Angeles County projected population growth between 2010 and 2015, and 0.07 percent of the Los Angeles County projected population growth through the year 2035. The population generated by the original project would be within the SCAG projections for both the County and the Subregion, and impacts would be less than significant.

(b) Induce Substantial Growth. The original project is an urban infill, transit-oriented development that is, by definition, designed to fully utilize existing urban infrastructure. The original project would not induce substantial direct or indirect growth associated with placement of a project in an undeveloped area or extensions of major infrastructure, and impacts would be less than significant.

(c) Displace Housing, (f) Displace People. Although the original project would involve the demolition of existing housing units that are currently rented at market rates and are not subsidized (though some would be considered “affordable” according to the Housing and Urban Development [HUD] definition), these homes would be replaced by 390 residential units that would be sold or rented at market rates. The original project includes 278 for-sale attached residential units in Lot 1 and 112 rental residential units in Lot 2, which would more than compensate for the loss of the 11 rental properties currently on the project site. Therefore, impacts to affordable housing would be less than significant. Also, the creation of 390 residential units would offset the loss of the existing 11 residential units in terms of available housing stock. Therefore, the original project would not displace substantial numbers of people or necessitate the construction of replacement housing in another location.

(d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled. The original project would generate approximately 68 employees. The original project would have no effect on the County’s jobs/housing ratio, and would slightly decrease the SCAG Subregion’s jobs/housing ratio, thereby slightly improving the ratio and moving it closer to a jobs housing balance, as the County and Subregion are currently “jobs-rich”. The provision of a housing-rich project in the Subregion near multiple transportation corridors would support alternative transit modes and ridesharing programs that can reduce congestion and air pollution. Impacts to the Subregion and County jobs/housing ratio would be less than significant.

(e) New or Expanded Recreational Facilities. The original project would generate population growth that would result in additional demand for recreational facilities in the original project area. The County of Los Angeles Department of Parks and Recreation (DPR) has calculated the original project’s park obligation at 1.83 acres. Although the original project provides public and private outdoor use area, based on consultation with the DPR, the entirety of the County’s parkland requirement would be met through payment of the in lieu fee based on the Representative Land Value in place at the time of clearance of the final tract map (refer to MM 6.3-1). There would be less than significant impacts related to provision of recreational facilities with implementation of MM 6.3-1).

Revised Project

The impacts of the Project compared to the impacts of the original Project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(a) Cumulatively Exceed Population Projections. The Project reduces the number of residential units from 390 to 376, thereby reducing the population generated by the Project, which is within the SCAG projections for both the County and the Subregion. Therefore, no new or more significant impacts would result from Project implementation.

(b) Induce Substantial Growth. The Project does not alter the location or land uses (i.e., urban infill, transit-oriented development) analyzed in the Draft EIR. In general, infrastructure requirements for Project implementation would be reduced due to the reduction in the number of residential units from 390 to 376 and the amount of commercial

space from 29,500 sf to 17,180 sf. Therefore, no new or more significant impacts would result from direct or indirect growth associated with the extensions of major infrastructure due to Project implementation.

(c) Displace Housing, (f) Displace People. The Project would not alter the number of structures requiring demolition; therefore, there would be no new or more significant impacts related to the displacement of housing or people due to Project implementation.

(d) Substantial Jobs/Housing Imbalance or Increase Vehicle Miles Traveled. The Project reduces the number of residential units from 390 to 376 and the amount of commercial space from 29,500 sf to 17,180 sf, thereby slightly reducing the number of residents and jobs created by the Project. Therefore, no new or more significant impacts associated with the jobs/housing balance would result from Project implementation.

(e) New or Expanded Recreational Facilities. The Project reduces the number of residential units from 390 to 376, thereby slightly reducing the demand for recreational facilities generated by the Project. Therefore, no new or more significant impacts associated with the recreational facilities would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measure:

MM 6.3-1 Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant/Developer shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.

3.17 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Potential Effect

The following summary list of the thresholds were determined to result in either no impact, a less than significant impact, or a less than significant impact after mitigation, as indicated in parentheses following each threshold:

(6.4-1¹) Generate GHG Emissions Having a Significant Impact (Less than Significant Impact)

(6.4-2) Conflict with Applicable GHG-Reduction Plan, Policy or Regulation (Less than Significant with Mitigation)

Finding

Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.

Facts Supporting the Finding

The Draft EIR analyzed potential impacts regarding greenhouse gas emissions and climate change in Section 6.4 of the Draft EIR and the Climate Change Analysis located in Appendix L of the Draft EIR, which are incorporated by reference herein.

¹ Thresholds for the analysis of GHG emissions derived from Appendix G of the CEQA Guidelines, and the County Initial Study checklist does not contain thresholds related to GHG emissions.

(6.4-1) Generate GHG Emissions Having a Significant Impact. The total annual estimated GHG emissions for the original project at buildout (3,933 million metric tons of CO₂ equivalent [MMTCO₂e], in 2020 (3,931 MMTCO₂e), and in 2035 (3,956 MMTCO₂e), exceed the 3,000 MTCO₂e/yr SCAQMD proposed Tier 3 screening threshold for mixed use projects. Therefore, a Tier 4 analysis is appropriate. The Tier 4 method appropriate for the original project is GHG efficiency. GHG efficiency is the per capita emissions of the original project based upon the anticipated service population (SP), which is the sum of residents and employees. Based on this methodology, the estimated GHG efficiencies of the original project are less than the proposed SCAQMD screening thresholds of 4.8 MTCO₂e/yr/SP for 2020 (original project GHG efficiency of 2.76 MTCO₂e/yr/SP) and 3.0 MTCO₂e/yr/SP for 2035 (original project GHG efficiency of 2.67 MTCO₂e/yr/SP). In addition, the original project would incorporate many measures that would further reduce GHG emissions below the calculated values, but cannot be quantified. MM 6.4-2 requires that educational materials regarding water conservation techniques and programs be provided to all future homeowners and residents of the original project, and the original project would include preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage (MM 6.4-3). Therefore, the original project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

(6.4-2) Conflict with Applicable GHG-Reduction Plan, Policy or Regulation. The original project would be consistent with County climate change policies, including the Countywide Energy and Environmental Policy, that encourage energy conservation, water conservation, waste reduction and recycling, green purchasing and contracting, and alternative fuel vehicle purchasing. Also, the original project satisfies many of the State Attorney General's measures to reduce GHG emissions through mandatory compliance with the County's Green Building ordinance (MM 6.4-1). The original project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

Revised Project

The impacts of the Project compared to the impacts of the original project are presented below, including a brief discussion of whether the impacts of the Project would be reduced, increased, or remain the same.

(6.4-1) Generate GHG Emissions Having a Significant Impact. The Project eliminates the subterranean parking garage located under Lot 1; therefore, air quality impacts associated with construction activities, including greenhouse gas emissions, would be reduced due to the reduced excavations. No new or more significant impacts from construction greenhouse gas emissions would result from Project implementation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the greenhouse gas emissions associated with operation of the Project; no new or more significant impacts from operational greenhouse gas emissions would result from Project implementation (MM 6.4-1 through MM 6.4-3 would still be required).

(6.4-2) Conflict with Applicable GHG-Reduction Plan, Policy, or Regulation. The Project would reduce impacts associated with greenhouse gas emissions due to the reduction in the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf. The Project would comply with the County Green Building Ordinance and Attorney General's reduction measures, as discussed above. Therefore, no new or significant impacts associated with conflicts with applicable greenhouse gas related plans, policies, or regulations would result from Project implementation.

The significant impacts identified in the Draft EIR are applicable to the Project and would be reduced to a less than significant level with implementation of the following mitigation measures:

- MM 6.4-1** The Project shall be designed and constructed in accordance with the following regulations as set forth in the *Los Angeles County Code*: Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building ordinance requires features/actions relative to the Project including, but not limited to, the following:
- Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards;
 - Installation of smart irrigation controllers, drought-tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings;
 - Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and
 - Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought-tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant.
- MM 6.4-2** Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).
- MM 6.4-3** Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.

SECTION 4.0

FINDINGS REGARDING CUMULATIVE ENVIRONMENTAL EFFECTS WHICH ARE NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Pursuant to CEQA Guidelines Section 15130, the following Findings identify potentially significant cumulative impacts and the Project's incremental contribution to the impacts discussed in the Final EIR. For the following environmental resource areas, the Project's incremental effect is not cumulatively considerable.

4.1 GEOTECHNICAL HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively expose more persons or structures to hazardous geotechnical conditions. However, the Geotechnical Report concludes that the Project would not adversely affect the stability of adjacent properties.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Geology and soils impacts are generally site specific and there is typically little, if any, cumulative relationship between the development of a project and development within a larger cumulative area. The original project, as well as the related projects in the project area, would also be required to comply with the applicable State and local requirements, such as the County Building Code (MM 3.1-1), and the requirements of each project's geotechnical report as required by the County Building Code. As such, potential impacts would be reduced to a less than significant level and to the maximum extent practicable under current engineering practices. Seismic impacts are a regional issue and are also addressed through compliance with applicable codes and design standards. For these reasons, the original project's contribution to cumulative geotechnical and soils impacts would be less than significant.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of residents and customers exposed to geotechnical hazards. The Project would not alter the intensity of land uses, the location, or the area of impact from Project implementation. Therefore, cumulative impacts will be reduced and no new or more significant cumulative impacts from geotechnical hazards would result from implementation of the Project.

4.2 FLOOD HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the amount of erosion and sedimentation (particularly during construction activities), impervious surface area, and drainage pattern alterations in the Project watershed.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The Drainage Report, prepared in accordance with County's standards, is inherently a cumulative analysis because it considers the project site and Caltrans Off-Site Project Area, as well as the upstream geographic area that is tributary to the project site since upstream off-site areas contribute surface runoff to the storm drain system in the original project area. The area that is tributary to the project site is densely urban and therefore largely covered with impervious surfaces. As such, implementation of related projects or other future land use development and/or redevelopment in the project site vicinity would not substantively increase impervious surfaces or the extent and capacity of the existing municipal storm drain system, as would be the case with new (i.e., greenfield) development.

Short-term construction activities for the original project and other cumulative projects would be subject to the requirements of the applicable NPDES Construction General Permit described Section 4.1, Water Quality, of the Draft EIR and would ensure that storm water runoff would be appropriately treated/retained on each project site. Finally, all projects in the County as well as surrounding city jurisdictions would be required to comply with storm water management regulations as implemented by each jurisdiction. Therefore, because the original project would result in a less than significant impact to hydrology and flood, and because the Drainage Report considers the entire tributary area of the project site, the original project would not result in a cumulatively considerable impact.

Revised Project

The Project would not alter the intensity of land uses, the location, or the area of impact from Project implementation. Therefore, there would be no new or more significant cumulative impacts from Flood Hazards from implementation of the Project.

4.3 FIRE HAZARDS

Potential Effect

Development of the Project in combination with the related projects may cumulatively expose more persons to fire hazards associated with new construction and fire prevention and suppression infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The original project is not within a designated VHFHSZ nor would it consist of or be near dangerous fire hazard conditions/uses and therefore would not contribute to a cumulatively considerable risk of wildland fire exposure or fire hazard conditions or land uses. All development and redevelopment projects in the unincorporated County and within the surrounding municipalities must comply with state and local (either County or city)

fire suppression and safety requirements as part of original project design, construction and long-term maintenance. Consequently, the original project would not contribute to a cumulatively considerable impact related to fire hazards. For these reasons, the original project's contribution to cumulative fire safety impact would be less than significant.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of residents and customers exposed to Fire Hazards. The Project would not alter the intensity of land uses, the location, or the area of impact from implementation of the Project. Therefore, cumulative impacts will be reduced and no new or more significant cumulative impacts from Fire Hazards would result from implementation of the Project.

4.4 NOISE

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase short-term noise levels from construction equipment and long-term noise levels from project-related traffic.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction

Adverse noise and vibration impacts during construction of the original project, including off-site original project components, would be localized and would occur intermittently for varying periods of time throughout the construction period. Short-term cumulative impacts related to ambient noise and vibration levels could occur if construction associated with the original project as well as surrounding current and future development were to occur simultaneously. Noise or vibration associated with construction of the original project in combination with other another projects could adversely impact sensitive receptors in the vicinity of the original project with a cumulative noise level greater than the noise generated solely at the project site. Additionally, all other projects under construction would need to comply with the County Noise Ordinance requirements. There are no known projects to be constructed in the vicinity of the project site during the construction period of the original project; therefore, there would be no cumulative construction noise or vibration impacts.

Operation

The analysis of potential traffic-related noise impacts presented above was based on the original project traffic analysis, which considered cumulative traffic from ambient growth and cumulative projects expected to be developed in the study area. The original project would not result in significant traffic noise impacts along roadways near the project site. Therefore, no cumulative noise impacts would occur.

As discussed above in Section 3.0, operation of the original project would contribute to ambient noise levels at levels considered less than significant. There are no other known foreseeable projects adjacent to the project site that would increase the noise levels in the vicinity of the project site. The operation of the original project would not add significant noise above daytime or nighttime ambient noise levels in the original project area and/or in excess of standards in the County's Noise Ordinance for adjacent properties. Therefore, because the original project would have less than significant operational noise impacts, the incremental contribution the original project would have on noise effects would not result in significant cumulative noise impacts. In addition, because operation of the original project would not involve any significant vibration sources, there would be no incremental contribution to cumulative vibration impacts.

Revised Project

Construction

The Project would be developed in 2 phases, which separates noise impacts into two separate events; however, the Project eliminates the subterranean parking garage within Lot 1, thereby reducing the amount of truck traffic required for the export of soils and the timeline for excavation activities. Therefore, no new or more significant cumulative impacts from Noise would result from implementation of the Project.

Operation

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of residents and customers exposed to noise hazards, as well as reduced residential-generated traffic. Therefore, cumulative operational noise impacts generated by the Project would be reduced. The Project would not alter the intensity of land uses, the location, or the area of impact from implementation of the Project. Therefore, noise impacts to the Project due to the adjacent transportation land uses (e.g., transit, LAX) would remain unchanged with Project implementation. Therefore, overall cumulative noise impacts would be reduced and no new or more significant cumulative impacts would result from implementation of the Project.

4.5 WATER QUALITY

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the release of pollutants in storm water runoff and non point-source discharges, such as vehicle and equipment fluids and trash, associated with construction and operation of new development.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The study area for cumulative water impacts is the Dominguez Watershed. The project site is fully developed with commercial and single-family residential uses. As required by MM 4.1-1 and MM 4.1-3, the original project would be designed in compliance with the applicable NPDES permit requirements for source-control/treatment-control BMPs, as set forth in the

NPDES Construction General Permit and the SUSMP, as a part of a watershed-wide program to address cumulative impacts of development in the watershed. As previously discussed, the original project would not be a substantive source of the 303(d) listed pollutants for Dominguez Channel in Table 4.1-2 based on the type of proposed land uses combined with implementation of required BMPs (MM 4.1-3 and 4.1-4). The pollutants for which Total Maximum Daily Loads (TMDLs) have been assigned for Dominguez Channel are remnants of historically commonly used pollutants (i.e. DDT, Lead), or are generated by industrial and/or manufacturing land uses, which are not proposed for the project site.

The original project would not contribute considerably to water quality impacts to downstream waters because (1) all impacts would be less than significant with implementation of MMs; (2) all other new projects and redevelopment projects in the subarea watershed would be required to comply with applicable NPDES permit requirements for water quality; and (3) the original project area is within a subarea watershed that is already essentially built out. Previous projects were therefore considered in the existing condition, and there would be no substantial future development in the area; therefore, there would be less than significant cumulative water quality impacts associated with the original project.

Revised Project

The Project eliminates the subterranean parking garage within Lot 1, thereby reducing the amount of excavation required for the export of soils. Reduced soil disturbance would result in reduced sediment-related and excavation equipment-related water quality impacts. Therefore, cumulative water quality impacts associated with construction activities would be reduced. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of residents and customers on the Project site that could generate vehicle-related pollutants (e.g. vehicle leaks and tire/brake residue, etc.). Therefore, cumulative operational water quality impacts generated by the Project would be reduced. Overall water quality cumulative impacts would be reduced and no new or more significant cumulative impacts would result from implementation of the Project.

4.6 AIR QUALITY (EXCEPT SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS)

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase emissions of criteria air quality pollutants (except short-term local PM10 and PM2.5 emissions, which are addressed in Section 5.0) during construction and operation of new development, or result in a cumulatively considerable increase of a criteria pollutant for which the region is in nonattainment.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction Emissions

With implementation of MM 4.2-1 through MM 4.2-3, the original project would result in less than significant temporary construction-related regional and local air quality impacts related to criteria

pollutants, with the exception of local PM₁₀ and PM_{2.5} emissions. Assuming all related projects also implement available feasible construction emission-control measures consistent with SCAQMD guidelines, regional construction emissions on a project-by-project basis would be less than significant. Short-term cumulative impacts for criteria pollutants, CO hotspots, diesel PM and TACs, and odors could occur if construction associated with the original project and surrounding current and future development was to occur simultaneously. However, there are no known projects within one-half mile of the project site that would be undergoing major construction concurrently with the original project. Therefore, cumulative short-term construction emissions would be less than significant for criteria pollutants, including non-attainment pollutants (PM₁₀, PM_{2.5}, nitrogen dioxide [NO₂], and ozone precursors volatile organic compounds [VOC] and NO_x), CO hotspots, diesel PM and TACs, and odors because the likelihood of the simultaneous construction is low due to the small number of potential future projects in proximity to the project site.

Operation Emissions

Long-term emissions of VOC from operation of the original project would be less than 55 percent of the SCAQMD threshold and emissions of other nonattainment pollutants would be less than 30 percent of the thresholds. These incremental quantities are not of a magnitude to be cumulatively considerable, such as emissions in the range of 80 to 99 percent of the SCAQMD thresholds. Therefore, the original project would have a less than significant cumulative air quality impact on criteria pollutants, including non-attainment pollutants (PM₁₀, PM_{2.5}, NO₂, and ozone precursors VOC and NO_x) and no mitigation would be required. Additionally, the original project has less than significant direct operational impacts related to CO hotspots, diesel PM and TACs, and odors. There are no known projects within one-half mile of the project site that are planned for construction. Therefore, there are no foreseeable new projects in the vicinity that would contribute to CO hotspots, diesel PM and TACs, or odors, and cumulative impacts would be less than significant.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf and eliminates the subterranean parking garage located under Lot 1; therefore, cumulative air quality impacts associated with construction and operational activities, including toxic air contaminants (TACs), would be reduced due to (1) the reduced excavations activities and (2) the reduced emissions because fewer residents and customers are generated by the Project. The Project would extend the time for completion of the Project due to the phasing of Lot 1 and Lot 2. The changes in the construction schedule for Lot 1 and Lot 2 would not alter likelihood of the simultaneous construction with other nearby cumulative projects due to the small number of potential future projects in proximity to the Project site. Overall, cumulative air quality impacts would be reduced and no new or more significant cumulative impacts would result from implementation of the Project.

4.7 CULTURAL RESOURCES

Potential Effect

Development of the Project in combination with the related projects would result in further disturbance and developed areas that may cumulatively increase the loss of cultural and historic resources in the Project area.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Direct impacts to cultural resources are generally site-specific. As defined in Section 15130 of the CEQA Guidelines, a cumulative impact consists of an impact that is created as a result of the incremental effects of the original project, together with the effects of other projects, causing related impacts. Although the original project, in conjunction with the effects of past projects, other current projects, and probable future projects may result in the disturbance of prehistoric archaeological resource sites and paleontological resources throughout the region, the County requires the mitigation of impacts to these resources. Therefore, despite the site-specific nature of the resources, the mitigation identified for use in the event that unknown or undocumented resources were discovered would reduce the potential for cumulative impacts. As a result, anticipated development on the project site would not contribute to a significant cumulative impact on archaeological or paleontological resources or result in a significant cumulative loss in regional history or prehistory. The original project would not contribute to a cumulative effect on historic resources because the site does not contain any significant historical resources.

Revised Project

The Project eliminates the subterranean parking garage located under Lot 1; therefore, potential cumulative impacts to archaeological and paleontological resources associated with construction activities would be reduced and no new or more significant impacts would result from implementation of the Project. The Project would not alter the number of structures requiring demolition; therefore, there would be no new or more significant cumulative impacts to historical resources due to implementation of the Project.

4.8 VISUAL QUALITIES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase changes to visual quality, and the generation of shade and shadow and light and glare.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The related projects considered in the Draft EIR (refer to Exhibit 2-16 of the Draft EIR) are not located in the immediate vicinity of the project site and would not, therefore, be within the same viewshed as the project site. The original project would result in less than significant impacts related to visual quality, shade and shadow, and light and glare with implementation of PDF 4.4-1, PDF 4.4-2, and MMs 4.4-1 through 4.4-4. Therefore, the original project's incremental impact would not be cumulatively significant to visual qualities.

Revised Project

The Project would not alter the area of impact; intensity of land uses; height, massing or setbacks of the structures adjacent to residential streets; architectural style; or architectural materials analyzed in the Draft EIR. Therefore, no new or more significant cumulative impacts associated with the visual character of the site and surrounding area or changes in the patterns, scale, or character of the area would result from implementation of the Project.

The new aboveground parking structure will include lighting on the uncovered top level of the garage. This new source of garage lighting would be directed downward and would be required to comply with all applicable Los Angeles County lighting standards, per MM 4.4-4. The parking garage is approximately 400 feet south of the I-105, and the elevated and illuminated Metro Green Line Aviation/LAX Station is located between the I-105 and parking structure. Therefore, parking structure lighting will not result in substantial light or glare impacts to drivers on I-105. Once Phase 2 is developed, the parking structure will be surrounded by Project buildings containing commercial, community spaces, and residential buildings on all sides; therefore, parking structure lighting will not result in substantial light or glare impacts on adjacent roadways. No new or more significant cumulative impacts associated with the creation of substantial shade, light, or glare would result from implementation of the Project.

4.9 TRAFFIC/ACCESS

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase construction traffic, long-term traffic, parking demand, and result in cumulatively considerable impacts related to consistency with alternative transportation policies.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Construction

Construction traffic from the original project in combination with construction traffic from related projects could result in cumulative considerable impacts. As described in MM 3.4-3, the original project's construction traffic would be limited to Aviation Boulevard and West Imperial Highway/Interstate 105, where feasible, and would not be allowed on the residential portion of West 117th Street, Judah Avenue, or any residential street within the Del Aire community. There are no related projects in the immediate vicinity of the project site (please refer to Exhibit 2.16 of the Draft EIR). Also, as discussed above, the peak construction traffic during export of excavated soil of approximately 85 truck trips (round-trip) per day is far below the original project's estimated net trip generation 1,114 daily trips. As this level of traffic was determined to be less than significant, temporary construction traffic would also be less than significant. Therefore, because there are no related projects in the vicinity and direct traffic impacts would be less than significant, cumulative construction traffic impacts would be less than significant.

Operation

The Traffic Study contains a cumulative impact analysis of long-term traffic because the original project's estimated trip generation is considered in the context of both ambient growth and the implementation of known related projects in the original project vicinity. As discussed above, the Traffic Study determined that the original project would result in less than significant impacts related to study intersections, queuing, mainline freeway segments, and CMP (Congestion Management Program) monitoring locations.

Since the original project would have a less than significant impact related to parking, both on site and off site, the original project would have a less than significant cumulative impact. Visitors to related projects in the area considered in the cumulative analysis are not located immediately adjacent to the project site, nor are they otherwise close enough that parking demand associated with a related project would spill over to the original project, and vice versa. There would be no cumulative parking demand associated with the original project.

Since the original project would have a less than significant impact on the Metro bus facilities with implementation of MM 5.1-5 and is consistent with regional and County policies related to transportation, the original project would have a less than significant cumulative impact related to alternative transportation policies.

Revised Project

The Project's operational traffic impact is consistent with the results contained in the November 17, 2009, traffic impact study included in the Draft EIR. As stated in the Supplemental Traffic Analysis as prepared by Linscott Law, and Greenspan LLG and summarized in Section 3.9 Traffic/Access of this document, no significant impacts are expected due to the Project and no traffic mitigation measures are required or recommended for the study intersections. Construction-related traffic impacts would be reduced due to the substantial reduction in trucks required for soil export due to the elimination of the subterranean parking on Lot 1. Therefore, no new or more significant cumulative impacts associated with traffic congestion would result from implementation of the Project.

4.10 SEWAGE DISPOSAL

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase wastewater generation and associated demand on wastewater conveyance and treatment infrastructure.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The original project would generate a total of 85,638 gpd of wastewater, or a net increase of 77,626 gpd, which represents approximately 0.065 percent of the available treatment capacity remaining at the JWPCP. The need to treat a total of 77,626 additional gpd could be accommodated by the existing infrastructure. The LACSD reports that the available capacity of the LACSD's wastewater facilities, including trunk lines and treatment facilities, is limited to wastewater generation levels associated with the adopted SCAG regional growth forecast.

Although not anticipated in SCAG's adopted RTP, as discussed in Section 7.3, Population and Recreation, of the Draft EIR, the original project's estimated net population growth is within the RTP growth forecast. SCAG projections are based on numerous factors, including U.S. Census Bureau and state-level data, and take into consideration the fact that jurisdictions will have an obligation to meet their Regional Housing Need Assessment (RHNA) allocations, etc. Therefore, the fact that the original project requires a General Plan Amendment and zone change does not necessarily conflict with the SCAG projections, which are not solely based on land use designations.

Therefore, because the original project is within the anticipated regional growth forecast and would comply with LACSD connection fee requirements (MM 5.2-1), the incremental increase in wastewater generation associated with the original project would not represent a cumulatively considerable contribution to LACSD wastewater conveyance and treatment facilities. Therefore, there would be less than significant cumulative impact to wastewater disposal infrastructure, and no mitigation would be required.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for sewage treatment and associated sewage infrastructure. The Project would not increase the demand for sewage treatment or infrastructure analyzed in the Draft EIR; therefore, no new or more significant cumulative impacts would result from implementation of the Project.

4.11 EDUCATION

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the generation of school-age children and associated demand for public school and library facilities.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The cumulative impacts to school facilities from this and other projects include both the WSD and the CVUHSD. All development projects within the two school districts would be required to pay for potential impacts to the respective districts through either the Statutory School Fees pursuant to SB 50. Therefore, the impacts associated with regional growth are mitigated incrementally as each development provides payment to these districts. Because the original project would also contribute payments to the two affected school districts, cumulative impacts from implementation of the original project would be less than significant.

A development fee system is also established for the mitigation of County Library impacts. The County Library Facilities Mitigation Fee Program eliminates the direct impacts associated with new development. Because the original project would contribute payments to the County for library services, as would all other new development projects in the area, cumulative impacts from implementation of the original project would be less than significant.

Revised Project

The Project reduces the number of residential units from 390 to 376, thereby reducing the number of students and residents generated by the Project. The Project would not increase the need for school district capacity, student transportation, or library services than that analyzed in the Draft EIR. Therefore, no new or more significant cumulative impacts would result from implementation of the Project.

4.12 FIRE/SHERIFF SERVICES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the demand for fire protection and sheriff services.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Based on their inherent purpose, the provision of public services and facilities takes into consideration a larger service area than just individual original project boundaries. The cumulative study area for public services is the service area for the LACFD and the LACSD. Through coordination with the service providers for individual projects, the cumulative needs of the area have been considered in the analyses presented above. When reviewing proposed development projects, such as the proposed Aviation Station original project, the emergency service providers take into consideration surrounding development within their service area when determining needs for staffing and facility locations.

The original project would involve development of multi-family residential units and commercial development, which would result in an increased demand for fire services. As noted above, the LACFD has not indicated that there are current plans for, nor would the original project require, the construction of new or expanded facilities or other additional fire protection resources in order to adequately serve the original project. Additionally, the LACFD has not indicated the original project would result in a cumulative impact. Therefore, because the original project would not significantly impact the LACFD, the original project would not result in a cumulatively considerable impact to LACFD services.

Sheriff service levels are in need of periodic re-evaluation as the service area population grows. The original project would have less than significant impacts to sheriff service ratios and would not require the need for expanded facilities or new facilities. As noted by the LACSD correspondence in Appendix J of the Draft EIR, individual projects may increase demands on sheriff services. New development, including the original project, would contribute to the County's tax revenues, which would assist in financing additional facilities and personnel, in order to meet additional Sheriff protection requirements. Therefore, the original project's incremental contribution to cumulative impacts for fire and sheriff services would be less than significant.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for Fire and Sheriff services. The Project includes the potential for a Sheriff convenience station within the community space, which would increase the visibility and presence of law enforcement in the Project area. Therefore, no new or more significant cumulative impacts related to fire or sheriff resources would result from implementation of the Project.

4.13 UTILITIES/OTHER SERVICES

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase demand for water; electrical, natural gas, or communications systems; and landfill capacity.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Water Supply

The water management agencies and purveyors supplying water to the proposed site have acquired water supplies and prepared water plans considering regional land use plans, including the relevant general plans. As the planned growth in the GSWC continues to occur, the demand on water resources will increase. However, the original project and other reasonably foreseeable projects were identified as being able to be served by the existing and future water supplies recognized as adequate in the analysis completed for the 2005 UWMP, which evaluated anticipated cumulative water demand against existing and planned supply and determined a sufficient water supply (including groundwater pumping that would not result in long-term depletion of groundwater resources) is available to serve anticipated demand, including the original project. There is uncertainty regarding imported water supplies from the Delta as discussed in the 2007 SWP Delivery Reliability Report and Draft 2009 Draft SWP Reliability Report.

State Water original project (SWP) water comprises only a portion of Metropolitan Water District of Southern California (Metropolitan) water supplies, however (the actual percentage varies annually depending on a number of factors; refer to Table 5.2-2 of the Draft EIR for an overview of supplies in recent years), and Metropolitan is implementing a number of measures to increase the reliability of its supplies. Based on the 2005 UWMP, there are sufficient water supplies available for pending and future residential and commercial developments within the GSWC service area for the foreseeable future through 2030 as set forth in the 2005 UWMP. Cumulative impacts to water supply are, therefore, less than significant. However, the reduction in SWP supply that affects Metropolitan's supplies reinforces the need to conserve water to meet the goals in the 2005 UWMP and comply with the Los Angeles County resolution and ordinances described in Section 5.5.1, Relevant Policies and Regulations, of the Draft EIR. Implementation of PDF 6.4-1 and PDF 6.4-2, and compliance with MM 6.4-1 and 6.4-2, would ensure that potential cumulative impacts to water supply would remain less than significant.

Fire Flows and Pressure

The results of a fire flow test conducted by GSWC in April of 2009 indicated that the existing water system at the project site was not adequate for fire flows. The original project includes the construction of new water and fire protection infrastructure, including water lines, water laterals and fire hydrants, as described in MM 3.3-2, from Section 3.3, Fire, of the Draft EIR. GWSC's 2007 Strategic Management Plan indicates that the Southwest Area, where the original project would be located, has adequate water supplies and water pressure to meet fire fighting needs. Therefore, with the water infrastructure improvements set forth in MM 3.3-2, the original project would not result in a cumulatively significant impact to fire flows or pressure for the GWSC's Southwest Area and impacts would be less than significant.

Electricity, Natural Gas, and Communication Systems

Southern California Edison (SCE), Southern California Gas Company (SCG), AT&T, and Time Warner have indicated that they would be able to serve the original project while maintaining existing and planned services within their respective service areas. Connections to existing facilities would occur within the project site and no physical environmental impacts beyond those addressed in the Draft EIR would occur. Additionally, all projects are required to comply with State and local regulations related to energy conservation, and ensure an efficient use of energy resources. Therefore, the original project would not have a cumulative impact related to electrical, natural gas, or communications systems.

Solid Waste

The County has insufficient landfill capacity, and will have to optimize available out-of-county options to continue to maintain adequate disposal capacity in the future. There is currently insufficient permitted disposal capacity within the existing system serving Los Angeles County to provide for long-term disposal needs. However, additional capacity will be available within Los Angeles County through the anticipated use of the regional Waste-by-Rail system, which would transfer waste to the remote landfills: Mesquite Regional Landfill in Imperial County and the Eagle Mountain Landfill in Riverside County. Therefore, while the original project would contribute to the cumulative generation of solid waste in the region, compliance with MM 6.4-2 and MM 5.5-2, and the planned facility expansions, would ensure that the impacts from the original project would not be cumulatively considerable.

Revised Project

Water Supply and Fire Flows

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of potable water demands generated by residents and businesses on the Project site. The Project would not alter requirements for compliance with applicable State and County regulations related to water conservation or fire flows. Therefore, no new or more significant cumulative impacts to water supply or fire flows would result from implementation of the Project.

Electricity, Natural Gas, and Communication Systems

The demand for utility services (e.g., electricity, natural gas, and communication services) generated by residents and businesses within the Project would be reduced; therefore, no new or more significant cumulative impacts to utility services would result from implementation of the Project.

Solid Waste

The Project would not alter the amount of demolition materials generated by Project-related construction activities because the existing structures on the Project site would still require removal. Additionally, a similar amount of C&D debris would be generated by the construction of the structures on Lot 1 and Lot 2. Therefore, no new or more significant cumulative impacts to landfill capacity related to construction activities would result from implementation of the Project. The Project would reduce the number of residential units from 390 to 376 and would reduce the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the demand for landfill capacity generated by residents and businesses on the Project site. Therefore, no new or more significant impacts to landfill capacity from operational activities would result from implementation of the Project.

4.14 ENVIRONMENTAL SAFETY

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase the potential for disturbance of hazardous materials during earthwork and construction activities, use of and/or exposure to hazardous materials during project operation, and introduction of additional population in proximity to LAX.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Hazardous Materials

The cumulative study area associated with hazardous materials is typically within one or two miles of the project site. A listing of all properties within the two-mile radius is provided in Appendix K-1, EDR Radius Map™ With GeoCheck® Report, of the Draft EIR. As previously discussed, there are no known site-specific past, present, or original project uses that would impact off-site land uses or persons. Additionally, there are no known past, present, or foreseeable future developments in the surrounding area that would cumulatively expose a greater number of persons to hazards (e.g., hazardous materials and/or waste contamination). If unknown contamination is encountered during on-site or off-site construction activities, MM 6.1-1 through MM 6.1-3 would ensure that the hazards were dealt with appropriately and in accordance with local, State, and federal regulations.

Potential impacts related to hazards and hazardous materials include site-specific impacts related to the expected presence of ACMs, LBP, and/or PCBs within the structures and potential PCBs within the pole-mounted electrical transformers. These potential impacts would be reduced to a less than significant level with implementation of MM 6.1-1 through MM 6.1-3. Therefore, the original project would not result in a cumulative exposure of greater numbers of persons to hazards. All related or potential future, off-site projects would be required to comply with applicable local, State, and federal requirements concerning hazardous materials as well. Therefore, the original project would not contribute to any potential significant cumulative hazardous materials impacts.

Aviation Hazards

For purposes of the original project, the cumulative study area for aviation hazards can be defined as the area surrounding the nearest airport or airstrip, extending out a reasonable distance to the areas which may be subject to potential aviation hazards. The original project would not result in a significant impact related to aviation hazards with implementation of MM 6.1-4. Any proposed structures on site or within the cumulative study area for aviation hazards that may represent an aircraft navigation hazard would also be required to comply with FAA regulations and site design requirements under FAR Part 77. Therefore, the original project would not contribute to significant cumulative hazards related to aviation.

Revised Project

Hazardous Materials

The Project would eliminate the subterranean parking structure within Lot 1, thereby reducing the amount of soil disturbance and the potential for construction activities to discover unknown contamination through on-site grading and excavation activities. The Project would not alter the acres of disturbance, the location, the amount of demolition materials generated by Project-related construction activities, the emergency access requirements, or the area of impact analyzed in the Draft EIR. Therefore, no new or more significant cumulative impacts related to the hazardous materials would result from implementation of the Project.

Aviation Hazards

The Project does not alter the height, location, or acres of development from the originally proposed project. Therefore, no new or more significant cumulative impacts related to the Project's proximity to an airport would result from implementation of the Project.

4.15 LAND USE

Potential Effect

Development of the Project in combination with the related projects result in cumulatively considerable impacts related to land use compatibility and consistency with applicable land use plans and policies.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

The original project is compatible and supportive of the goals and policies of the SCAG's RTP, Compass Blueprint, and County General Plan. Additionally, the original project presents an opportunity to implement the policies promoted by SB 375, but within a faster timeframe than the new law can achieve. Senate Bill (SB) 375 is an air pollution law linking land use and transportation policies to meet target reductions in GHG emissions. The goal is to promote land use growth patterns that will help reduce GHG emissions by reducing driving. It is intended to foster the implementation of infill and transit oriented development projects to reduce GHG emissions and meet the statewide goals of Assembly Bill (AB) 32. Therefore, the original project is setting forth a land use proposal that is in line with state and local policies regarding the need for efficient land use.

As shown on Exhibit 2-16 in Section 2.0, Environmental Setting and original Project Description, of the Draft EIR, there are several projects in the vicinity of the original project. However, none of these cumulative projects are within the immediate residential Del Aire neighborhood and would not directly impact land uses in the area. All cumulative projects are separated from the project site by major roadways (I-105, I-405, Aviation Boulevard, or Sepulveda Boulevard) and are not within the viewshed of the adjacent community. Impacts to land use would be less than significant and would not be cumulatively considerable.

Revised Project

The Project will still require a zone change to MXD (Mixed Use Development), including MXD-84U-DP, Mixed Use Development/84 Dwelling Units per Net Acre/Development Program for Lot 1 and MXD-43U-DP for Lot 2. The Project still requires a General Plan Amendment to change the land use designation to “High Density Residential” and a conditional use permit. No new or more significant cumulative impacts related to the land use designation and zoning would result from implementation of the Project because the Project would comply with the policies described immediately above. The Project site does not alter the location, scale, or acres of impact analyzed for the original project in the Draft EIR. Therefore, no new or more significant cumulative impacts related to division of an established community would result from Project implementation.

4.16 POPULATION, HOUSING, EMPLOYMENT, AND RECREATION

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase impacts related to population, housing, and employment growth and the demand for recreation facilities.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

Population, Housing, and Employment

The cumulative study area for population, housing, and employment is defined as Los Angeles County. As previously discussed, the assessment of the original project’s net population growth compared to the SCAG population projections is inherently a cumulative analysis because the SCAG projections are intended to reflect anticipated growth in the SCAG region.

On a cumulative basis, the original project’s population, housing, and employment growth are within the overall SCAG projections for Los Angeles County and the Subregion, and no significant impacts would result from implementation of the original project. As previously discussed, SCAG projections are based on numerous factors, including U.S. Census Bureau and state-level data, and take into consideration the fact that jurisdictions will have an obligation to meet their RHNA allocations, etc. Therefore, the fact that the original project requires a General Plan Amendment and zone change does not necessarily conflict with the SCAG projections, which are not solely based on land use designations. The population generated by the original project would be within the SCAG projections for both the County and the Subregion.

The original project would provide new jobs with the development of the proposed transit-oriented commercial uses. It is assumed that the housing demand generated by these new jobs would be met by (1) existing units in the Subregion; (2) projected future units in the Subregion; (3) the proposed 390 multi-family residential units associated with the original project; or (4) by housing units located elsewhere in Los Angeles County and the larger SCAG region. Given the mobility of workers within the SCAG region, it is not possible to accurately estimate the housing demand jobs would generate in other parts of the region. However, the original project would have no substantive impact on the County's job/housing ratio and would slightly improve the Subregion's jobs/housing ratio.

The original project would also result in a temporary increase in job creation during the development phases of the original project (e.g., construction jobs). These jobs are typically filled by existing residents of the region and do not induce substantial housing demand. Therefore, the potential growth associated with original project-generated jobs (construction and operation) would not be significant. These increases in population, households, and employment would not be growth-inducing or cumulatively significant.

It should also be noted that population and employment growth associated with the original project would increase the demand for public services and utilities and traffic in the original project area. The traffic generated by the original project would also result in increased air quality emissions and noise. Impacts related to these factors are analyzed in their respective sections in this EIR.

Recreation

Like the original project, other County residential subdivision projects would also be required to comply with the County's Parkland Dedication Ordinance, which provides a vehicle for the County to mitigate potential impacts to recreation facilities on a project-by-project basis. Related projects located within incorporated cities surrounding the project site would be subject to each city's applicable parkland requirements. Compliance of each related project with either the County's Parkland Dedication Ordinance or the applicable city parkland requirements would mitigate each project's direct impacts to recreational facilities to a less than significant level. Therefore, because of this and because the original project would have a less than significant impact to County DPR recreational facilities, the original project would not result in a cumulatively considerable impact to recreational facilities.

Revised Project

Population, Housing, and Employment

The Project reduces the number of residential units from 390 to 376, thereby reducing the population generated by the Project, which would be within the SCAG projections for both the County and the Subregion. The number of residents and jobs created by the Project would also be reduced. Therefore, no new or more significant cumulative impacts related to population, housing, employment, or indirect growth impacts would result from implementation of the Project.

Recreation

The Project reduces the number of residential units from 390 to 376, thereby slightly reducing the demand for recreational facilities generated by the Project. Therefore, no new or more significant cumulative impacts associated with the recreational facilities would result from implementation of the Project.

4.17 GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Potential Effect

Development of the Project in combination with the related projects may cumulatively increase GHG emissions.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting the Finding

It is unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change. Additionally, the assessment of greenhouse gas emissions is inherently cumulative because climate change is a global phenomenon. Therefore, any impact would be considered on a cumulative basis. As discussed in Section 6.4, Greenhouse Gas Emissions and Climate Change, of the Draft EIR, the original project would result in a less than significant cumulative impact on climate change.

Revised Project

The Project eliminates the subterranean parking garage located under Lot 1; therefore, air quality impacts associated with construction activities, including greenhouse gas emissions, would be reduced due to the reduced excavations activities. Project construction activities are similar to original project and would be required to comply with same measures. No new or more significant impacts from construction greenhouse gas emissions would result from Project implementation. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the greenhouse gas emissions associated with operation of the Project. No new or more significant cumulative impacts from operational greenhouse gas emissions would result from implementation of the Project.

SECTION 5.0

FINDINGS REGARDING ENVIRONMENTAL EFFECTS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION

The Board has determined, based on the Final EIR, that after implementation of MMs, the Project will have a significant and unavoidable impact for the following environmental resource areas: Air Quality (short-term local PM10 and PM2.5 emissions only) and Noise Hazards (long-term exterior noise levels only). The Findings for each of these environmental resource areas is presented below.

In accordance with the CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared to substantiate the County's decision to accept these significant unavoidable adverse environmental impacts because of the benefits afforded by the Project.

5.1 NOISE (LONG-TERM EXTERIOR NOISE LEVELS ONLY)

Potential Effect

Significant and unavoidable direct impacts, after incorporation of mitigation measures, would result for the following threshold:

- (c) Substantial Increase in Ambient Noise Levels (long-term exterior noise levels)

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts Supporting the Finding

When traffic, light rail, and aircraft noise are combined, the future ambient noise levels at the facades of the proposed Lot 1 dwelling units would range from 68.0 to 72.0 dBA CNEL, and from 72.0 to 74.3 dBA CNEL at the facades of the proposed Lot 2 dwelling units.

The proposed exterior common use areas (i.e., pool, tot-lot play area, and barbeques) would be surrounded by the original project buildings, providing a noise reduction in excess of 15 dBA and thereby reducing the traffic and rail noise levels at these areas to less than 65 dBA CNEL. However, aircraft noise levels at the pool, tot lot, and other common exterior residential use areas would still be located within the 65 dBA CNEL due to the intermittent landings and takeoffs from LAX. As aircraft noise levels at the common exterior residential use areas would be exposed to levels above 65 dBA CNEL due to aircraft noise, and no feasible mitigation is available to mitigate aircraft noise for common exterior areas of the original project, noise impacts to these areas would be significant and unavoidable.

The original project design would include private exterior balconies on some residential units facing Aviation Boulevard and I-105. Noise levels at these balconies could range from approximately 68 to 74 dBA CNEL with steady traffic noise at many locations. Noise levels at balconies on the south and east sides of the project site would be less than those on the north

and west sides because there would not be direct exposure to Aviation Boulevard or the Green Line Station. However, noise levels at balconies on the south and east sides of the project site would be 65 dBA CNEL or more due primarily to transportation noise (i.e. traffic on I-105, Green Line light rail noise, and aircraft noise). This noise level is likely to be annoying or excessive to some people. MM 3.4-8, presented in Section 3.4 of the Draft EIR, requires prospective purchasers of residential property to be notified of the existing noise environment with respect to the proximity of the airport and light rail station. As the private exterior residential use areas would be exposed to levels above 65 dBA CNEL due to transportation noise and no additional feasible mitigation is available to mitigate aircraft noise for private exterior areas of the residential development, noise impacts to these areas would be significant and unavoidable.

Revised Project

The Project would be developed in 2 phases, which separates construction noise impacts into two separate events; however, the Project eliminates the subterranean parking garage within Lot 1, thereby reducing the noise associated with truck traffic required for the export of soils and the timeline for excavation activities. The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf, thereby reducing the amount of residents and customers exposed to noise hazards, as well as reduced residential-generated traffic noise.

However, the Project does not avoid the exposure of private exterior residential use areas to levels above 65 dBA CNEL due to transportation noise. Therefore, the Project does not avoid the significant and unavoidable noise impacts of the originally proposed project.

5.2 AIR QUALITY (SHORT-TERM LOCAL PM10 AND PM2.5 EMISSIONS ONLY)

Potential Effect

Significant and unavoidable direct and cumulative impacts, after incorporation of mitigation measures, would result for the following threshold:

- (c) Local Emissions Exceed South Coast Air Quality Management District Thresholds (for short-term local PM10 and PM2.5 emissions)

Finding

Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Facts Supporting the Finding

As part of the SCAQMD's environmental justice program, attention has focused on localized effects of air quality. In addition to the mass daily emissions (or regional thresholds), the SCAQMD established CEQA significance thresholds for ambient air quality to address localized impacts. The maximum daily PM10 and PM2.5 emissions during original project construction would exceed localized significance thresholds (LSTs). Therefore, the LST analysis indicates a significant impact. The original project would be required to implement SCAQMD Rule 403, Fugitive Dust, as described in MM 4.2-1 (presented in Section 3.0 of this document); the maximum particulate emission reductions available in the URBEMIS model have been included

in the calculations. MM 4.2-5 and MM 4.2-6 have been incorporated into the project to further reduce the potential for dust generation to the homes on West 117th Street and Judah Avenue, and to provide liaison between homeowners and the construction contractors.

Rule 403 represents the feasible mitigation measures for dust control, and prohibits visible dust beyond the property line of the project site. This limitation may result in impacts less than indicated by the URBEMIS modeling for the original project, but the additional reductions cannot be quantified. Therefore, the local impact related to emissions of particulate matter would be directly and cumulatively significant and unavoidable for a short-term period of approximately 28 working days, which is the approximate timeframe required for grading and subterranean excavation.

Revised Project

The Project reduces the number of residential units from 390 to 376 and reduces the amount of commercial space from 29,500 sf to 17,180 sf and eliminates the subterranean parking garage located under Lot 1; therefore, air quality impacts associated with construction and operational activities, including toxic air contaminants (TACs), would be reduced due to (1) the reduced excavations activities and (2) the reduced emissions because fewer residents and customers are generated by the Project.

However, the Project does not avoid the exposure of local sensitive receptors to short-term local PM10 and PM2.5 emissions that exceed SCAQMD thresholds. Therefore, the Project does not avoid the significant and unavoidable air quality impacts of the originally proposed project.

SECTION 6.0

FINDINGS REGARDING PROJECT ALTERNATIVES

The following Findings and Statements of Fact regarding project alternatives and certain MMs identified in the Final EIR are set forth to comply with CEQA Section 21002 and CEQA Guidelines Section 15126.6. Alternatives to the original project described in the Draft EIR were analyzed and considered. These alternatives constitute a reasonable range of alternatives necessary to permit a reasoned choice.

For the reasons set forth below, and in light of the analysis of the Alternatives presented in Section 7.0 of the Draft EIR, the Project would be considered the environmentally superior alternative. Alternative 1 would reduce all environmental impacts, but would accomplish none of the original project objectives. Alternatives 2 and 3 would reduce some environmental impacts, but would not fully satisfy the original project objectives. Alternative 4 would reduce air quality impacts, but would generate additional potentially significant impacts, although most of the original project objectives would be met. Therefore, each alternative has benefits; however, none of the alternatives is superior to the original project.

When determining the “environmentally superior alternative” strictly by the amount of reduction in environmental impacts, the Draft EIR concludes that while Alternative 2: Existing General Plan and Zoning is considered to be the environmentally superior alternative because it would eliminate the significant and unavoidable impact to air quality and would not generate new potentially significant impacts, but it would not meet most of the original project objectives. Specifically, Alternative 2 would satisfy one and partially satisfy two of the eight original project objectives. Therefore, these alternatives, as analyzed in the EIR, are rejected as infeasible for the specific economic, legal, social, technological, and other considerations set forth below.

6.1 ALTERNATIVES CONSIDERED BUT NOT EVALUATED

The Draft EIR considered three potential alternatives that were rejected as infeasible, and were therefore not analyzed in detail. The alternatives considered but not evaluated included: Alternative Project Location, Surface Parking Lot or Parking Structure, and Cul-de-sac on West 117th Street.

6.2 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Description

Consistent with CEQA Guidelines Section 15126.6(e)(3)(B), Alternative 1: No Project/No Development is the circumstance under which the project does not proceed. Under Alternative 1: No Project/No Development, the property would remain in its existing state and no development would occur.

Finding

Alternative 1: No Project/No Development is rejected as infeasible because it fails to meet the majority of project objectives and would not contribute to minimizing the County's future “carbon footprint” through the development of a mixed-use, walkable, transit-oriented community.

Facts Supporting the Finding

Alternative 1: No Project/No Development would avoid the short-term direct and cumulative significant and unavoidable construction-related air quality impact (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5) and exterior operational noise

that would occur with the project. For the remaining topical issues, both the project and Alternative 1 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would not meet the majority of the project objectives. Of the eight project objectives, Alternative 1: No Project/No Development would meet Objective 8 and partially meet Objectives 3 and 7.

Therefore, Alternative 1: No Project/No Development does not constitute a reasonable alternative to the project because it is incapable of meeting the majority of project objectives. Also, although it would avoid the significant and unavoidable impacts identified for the project, this alternative would not contribute to minimizing the County's future "carbon footprint" through the development of a mixed-use, walkable, transit-oriented community.

Revised Project

The Project does not alter the need for Alternative 1 and does not alter the comparative discussion of impacts between Alternative 1 and the originally proposed project presented in the Draft EIR. The comparative discussion of impacts and conclusions between Alternative 1 and the originally proposed project presented in the Draft EIR are still applicable to the Project.

6.3 ALTERNATIVE 2: EXISTING GENERAL PLAN AND ZONING

Description

Section 15126.6(e)(2) of the CEQA Guidelines specifies that the "No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as 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". Therefore, Alternative 2 assumes that existing land uses would be demolished and the site would be redeveloped pursuant to the existing zoning and General Plan land use designations. Alternative 2: Existing General Plan and Zoning would not involve a modification to the County of Los Angeles and City of Los Angeles boundaries through the Local Agency Formation Commission for the County of Los Angeles.

The current zoning and land use designations for the project site involve two separate jurisdictions: the County of Los Angeles and the City of Los Angeles. The maximum redevelopment within the R-1 zone of Lot 1 would include 20 single-family residences that would generate a net population increase of 20 persons. The maximum development within the C-1 zone of Lot 1 would include 31,363 sf of C-1 zoning permitted commercial uses. Therefore, Alternative 2 would generate approximately 72 employees, based on an employment generation factor of 2.3 employees per 1,000 sf of Transit-Oriented Development (TOD) retail uses. For Lot 2 within the City of Los Angeles, this alternative assumed that Lot 2 would remain in its current condition (i.e., the Metro bus terminal) for the foreseeable future.

Finding

Alternative 2: Existing General Plan and Zoning is rejected as infeasible because it fails to meet the majority of project objectives and would not develop the density to result in an effective mixed-use, walkable, transit-oriented community, thereby contributing to minimizing the County's future "carbon footprint".

Facts Supporting the Finding

Alternative 2: Existing General Plan and Zoning would avoid the short-term direct and cumulative significant and unavoidable construction-related air quality impact (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5) that would occur with the original

project, primarily due to the elimination of excavation for subterranean parking. Alternative 2 would result in a reduced scope of construction, a substantially reduced project size, and related decrease in net population increase. Therefore, Alternative 2 would result in fewer individuals exposed to exterior noise levels that can exceed 65 dBA CNEL than the original project. However, for the remaining topical issues, both the original project and Alternative 2 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would not meet the majority of the project objectives. Of the eight project objectives, Alternative 2: Existing General Plan and Zoning would meet Objective 8 and partially meet Objectives 3, 4, 5, and 6.

Therefore, Alternative 2: Existing General Plan and Zoning does not constitute a reasonable alternative to the original project because it is incapable of meeting the majority of project objectives. Although it would avoid the significant and unavoidable air quality impact identified for the original project, this alternative would not develop the density to result in an effective mixed-use, walkable, transit-oriented community, thereby contributing to minimizing the County's future "carbon footprint".

Revised Project

The Project does not alter the need for Alternative 2 and does not alter the comparative discussion of impacts between Alternative 2 and the originally proposed project presented in the Draft EIR. The comparative discussion of impacts and conclusions between Alternative 2 and the originally proposed project presented in the Draft EIR are still applicable to the Project.

6.4 ALTERNATIVE 3: REDUCED SCALE/REDUCED DENSITY

Description

Alternative 3: Reduced Scale/Reduced Density assumes development of the project with the same land uses as the project, but at a reduced density. This alternative would develop 29,500 sf of commercial uses on the ground floor along Aviation Boulevard and adjacent to the Metro Green Line Station and develop townhome units located on the ground floor, same as the Project. Alternative 3 would reduce the size of the subterranean parking garage to account for the reduction in residential units, and would provide a total of 480 parking spaces (317 fewer stalls than in the project). In order to reduce the density and the height of the project, Alternative 3 assumes the elimination of the upper two stories of for-rent and for-sale residential units, leaving a total of 205 residential units located within the street level and Levels 1 and 2 that would generate a net population of 569 persons and approximately 68 employees.

Finding

Alternative 3: Reduced Scale/Reduced Density is rejected as infeasible because it would reduce, but not eliminate, the significant and unavoidable impact to short-term air quality, and would not reduce or avoid the significant impact to long-term exterior noise. Also, while Alternative 3 would meet the majority of the project objectives, this alternative would not develop a density that would maximize the benefits of proximity to the existing transit facilities. Alternative 3 would attract future residents that would perhaps otherwise live in areas not adjacent to a transit node, thereby minimizing the County's future "carbon footprint" compared to the existing condition. However, Alternative 2 does not provide enough on-site housing to fully utilize the site's potential for encouraging the use of the adjacent transit facilities by on-site residents.

Facts Supporting the Finding

Alternative 3 would result in a reduced scope of construction, particularly related to excavation for subterranean parking, and a 48 percent reduction in residential units and related decrease in net population gain (608 persons) as compared to the original project (1,156 persons). Regarding local emissions, while Alternative 3 would result in a reduction in PM10 and PM2.5 emissions, the reduction would not be sufficient to eliminate the impact. Therefore, this alternative would result in short-term direct and cumulative significant and unavoidable construction-related air quality impacts (i.e., exceedance SCAQMD local emissions thresholds for PM10 and PM2.5). Exterior noise for future residents would remain a significant and unavoidable impact, as with the original project. For the remaining topical issues, both the original Project and Alternative 3 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would meet the majority of the project objectives. Of the eight project objectives, Alternative 3: Reduced Scale/Reduced Density would partially meet Objective 1 and meet Objectives 2 through 8.

Revised Project

The Project does not alter the need for Alternative 3 and does not alter the comparative discussion of impacts between Alternative 3 and the originally proposed project presented in the Draft EIR. The comparative discussion of impacts and conclusions between Alternative 3 and the originally proposed project presented in the Draft EIR are still applicable to the Project.

6.5 ALTERNATIVE 4: NO SUBTERRANEAN PARKING

Description

Alternative 4: No Subterranean Parking assumes that the project site is developed with the same number of residential units (390) and commercial space (29,500 sf) as the project. However, the subterranean parking garage is eliminated and a multi-level aboveground parking structure is developed instead. This scenario would increase the height of the podium level by an additional 16 feet to accommodate an extra level of above-ground parking, thereby increasing the overall building heights, including mechanical equipment and antennae, to approximately 83 feet above ground level (agl) to 88 feet agl.

Finding

Alternative 4: No Subterranean Parking is rejected as infeasible because while it would avoid the significant and unavoidable impact to short-term air quality, it would not reduce or avoid the significant impact to long-term exterior noise and would generate additional impacts to land use and aesthetics not identified for the Project due to the increased height of the buildings.

Facts Supporting the Finding

Due to the elimination of the subterranean parking in Alternative 4: No Subterranean Parking, excavation would be significantly reduced, thereby avoiding the short-term direct and cumulative significant and unavoidable air quality impacts (i.e., exceedance of SCAQMD local emissions thresholds for PM10 and PM2.5). Exterior noise would remain a significant and unavoidable impact, as with the original project. Impacts to land use and aesthetics would be increased due to the additional height of the buildings. Development costs would also increase due to different and more expensive construction standards for taller buildings. For the

remaining topical issues, both the original project and Alternative 4 would have less than significant impacts or potentially significant impacts that can be mitigated to a level considered less than significant. This alternative would meet the majority of the project objectives. Of the eight project objectives, Alternative 4: No Subterranean Parking would partially meet Objectives 5 and 7 and meet Objectives 1, 2, 3, 4, 6, and 8.

Revised Project

The Project does not alter the need for Alternative 4 and does not alter the comparative discussion of impacts between Alternative 4 and the originally proposed Project presented in the Draft EIR. The Project still requires development of subterranean parking under Lot 2 and would not avoid the significant and unavoidable air quality impacts described in the Draft EIR. Therefore, the comparative discussion of impacts and conclusions between Alternative 4 and the originally proposed project presented in the Draft EIR are still applicable to the Project.

SECTION 7.0 FINDINGS REGARDING GROWTH-INDUCING IMPACTS

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, pages 9-2 through 9-4 of the Draft EIR discussed growth inducing impacts. To address this issue, potential growth-inducing effects were examined through analysis of the following questions:

1. Would this project remove obstacles to growth (e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area or through changes in existing regulations pertaining to land development)?
2. Would this project result in the need to expand one or more public services to maintain desired levels of service?
3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?
4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Based on assessment of these four questions in the Draft EIR, the original project would not result in significant growth-inducing impacts and this analysis and conclusion remain applicable to the Project. To summarize:

- No major new infrastructure facilities are required to develop the Project.
- Although the Project would develop higher density land uses than currently anticipated for the site, the Project would not exceed official (i.e., Southern California Association of Governments [SCAG]) projections for the unincorporated City of Los Angeles subregion (local), County, or regional population projections.
- The Project would not necessitate the immediate expansion of existing resources related to sewage disposal, education, and fire/sheriff services in order to maintain desired levels of service.
- During Project construction, a number of design, engineering, and construction-related jobs would be created. This would be a temporary situation, lasting until Project construction is completed. This would be an indirect, growth-inducing effect of the Project. As new residential and retail/commercial uses are developed and occupied, residents and employees of the Project are expected to seek shopping, entertainment, employment, home improvement, auto maintenance and other economic opportunities in the surrounding area, both on site and off site. This would represent an increased demand for such economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses that address these economic needs. However, the Project is balanced in that it provides not only residential uses, but also new retail/commercial uses. The new commercial uses are intended to provide commercial amenities for future residents as well as transit users. Therefore, although the Project will have a growth-inducing effect, indirect growth-inducing effects would be minimized due to the mix of land uses and the transit-oriented nature of the Project.

- Pressures to redevelop other land in the surrounding area may derive from regional economic conditions and market demands for housing, commercial, office, and industrial land uses that may be indirectly influenced by the Project. However, the Project is intended to fulfill existing demands in the Project area for transit-oriented development amenities and is not intended to encourage or facilitate other development activities. Proposals may arise to further amend the General Plan and zoning to allow for additional development in the Project area. Any new proposed developments would require a full environmental analysis of the impacts of such actions. Therefore, although the Project may be considered a precedent-setting action, the impacts of potential future similar actions would require environmental analysis and associated mitigation to reduce potential impacts to the environment.

SECTION 8.0
FINDINGS REGARDING THE MITIGATION MONITORING AND REPORTING
PROGRAM

Pursuant to CEQA Section 21081.6, the Board, in adopting these Findings, also adopts the Mitigation Monitoring and Reporting Program (MMRP) for the Aviation Station Project, which is provided as Attachment A to this document. This MMRP is designed to ensure that the County and other responsible parties will comply with the mitigation measures adopted in these Findings during Project implementation.

The Board hereby finds that the MMRP, which is incorporated herein by reference and provided as Attachment A to these Findings, meets the requirements of CEQA Section 21081.6 by providing for the implementation and monitoring of Project conditions intended to mitigate potential environmental effects of the Project.

**SECTION 9.0
CEQA GUIDELINES SECTIONS 15091 AND 15092**

Based on the foregoing Findings and the information contained in the administrative record, the Board has made one or more of the following findings with respect to each of the significant effects of the Project:

- 1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the Final EIR.
- 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be, adopted by such other agency.
- 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Based on the foregoing Findings and the information contained in the administrative record, and as conditioned by the foregoing:

- 1) All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
- 2) Any remaining significant effects that have been found to be unavoidable are acceptable due to the overriding considerations set forth in Section 16.0, Statement of Overriding Considerations, of this document.

SECTION 10.0
CEQA GUIDELINES SECTION 15084(D)(3)

The County has relied on CEQA Guidelines Section 15084(d)(3), which allows acceptance of working drafts prepared by the Project Applicant, a consultant retained by the Project Applicant, or any other person. The County has reviewed and edited as necessary the submitted drafts of the CEQA documentation for the Project to reflect the County's own independent judgment, including reliance on County technical personnel from other departments.

SECTION 11.0
CEQA SECTION 21082.1(C)

Pursuant to CEQA Section 21082.1(c), the Board hereby finds that the lead agency (County) has independently reviewed and analyzed the Final EIR, and that the Final EIR reflects the independent judgment of the lead agency.

SECTION 12.0 NATURE OF FINDINGS

Any finding made by this Board shall be deemed made, regardless of where it appears in this document. All of the language included in this document constitutes findings by this Board, whether or not any particular sentence or clause includes a statement to that effect. This Board intends that these Findings be considered as an integrated whole, and, whether or not any part of these Findings fail to cross reference or incorporate by reference any other part of these Findings, that any finding required or committed to be made by this Board with respect to any particular subject matter of the Final EIR, shall be deemed to be made if it appears in any portion of these Findings.

SECTION 13.0 RELIANCE ON RECORD

Each and all of the findings and determinations contained herein are based on the competent and substantial evidence, both oral and written, contained in the entire administrative record relating to the Aviation Station Project. The findings and determinations constitute the independent findings and determination of this Board in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 14.0 RELATIONSHIP OF FINDINGS TO EIR

These Findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these Findings, on the other, these Findings shall control, and the Draft EIR, Final EIR, or both, as the case may be, are hereby amended as set forth in these Findings.

SECTION 15.0 CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the Board's decision is based is the Los Angeles County Department of Regional Planning located at 320 West Temple Street, Los Angeles, California 90012.

SECTION 16.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The Final EIR has identified and discussed significant environmental effects that will occur as a result of the proposed Aviation Station Project. With implementation of the MMs, discussed in the Final EIR, these effects can be mitigated to levels considered less than significant except for project-related significant, unavoidable adverse project-specific and/or cumulative impacts in the areas of air quality and noise, as described above in Section 5.0 of this document. Specifically, implementation of the Project would result in the following significant impacts after implementation of the mitigation program, and would require adoption of a Statement of Overriding Considerations:

- **Air Quality Impact:** Construction activities would result in a significant and unavoidable impacts related to the exceedance of the PM10 and PM2.5 local emissions thresholds for a period of approximately 28 days after implementation of MM 4.2-1 (Rule 403). Construction of the Project would result in short-term direct and cumulative significant and unavoidable local impacts of PM10 and PM2.5.
- **Noise Impact:** Long-term significant noise impacts for developing residential land uses in an exterior noise environment that exceeds 65 CNEL.

CEQA Section 21081 provides that no public agency shall approve or carry out a project for which an EIR has been certified which identifies one of more significant effects on the environment that would occur if the project were carried out unless the agency makes specific findings with respect to those significant environmental effects. Where a public agency finds that economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, makes infeasible the mitigation measures or alternatives identified in the EIR, and thereby leave significant unavoidable effects, the public agency must also find that “specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.”

In making this determination, the Lead Agency is guided by CEQA Guidelines Section 15093, which provides as follows:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition, findings required pursuant to [CEQA] Section 15091.

Having considered the unavoidable adverse impacts of the Aviation Station Project, the Board hereby determines that all feasible mitigation measures have been adopted to reduce, avoid, or compensate for the significant impacts identified in the EIR, and that no additional feasible mitigation is available to further reduce significant impacts. Further, the Board finds that economic, social and other considerations of the Aviation Station Project outweigh the unavoidable adverse impacts described above, and adopts the following Statement of Overriding Considerations. In making this finding, the Board has balanced the benefits of the proposed Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks.

The following statements are in support of the Board's action based on the Final EIR and/or other information in the record. The benefits from approving the Aviation Station Project include those related to the redevelopment of the area as a vital economic component of the County's fiscal well being. The Project Objectives identify the benefits of Project implementation.

- Objective 1:** To minimize the County's "carbon footprint" through the development of a mixed-use, transit-oriented community that encourages residents to work and shop in close proximity to their homes and/or use alternative forms of transportation, thereby reducing their need for automobile trips.
- Objective 2:** To provide a diverse housing stock of various sizes, including rental units and for-sale properties, located in close proximity to major regional employers.
- Objective 3:** To develop a walkable community that provides for safe and convenient pedestrian movement and opportunities for residents, employees, and visitors to interact.
- Objective 4:** To utilize the existing urban infrastructure, such as existing wet and dry utilities and roadways, through the construction of urban infill development, thereby assisting to preserve existing rural open green spaces and associated biological resources.
- Objective 5:** To design an aesthetically pleasing Project with visual continuity through the careful and consistent application of high quality building, landscape, and hardscape design and materials.
- Objective 6:** Incorporate Project design features and building specifications that promote sustainability, energy efficiency, water conservation, and greenhouse gas emission reductions.
- Objective 7:** Primarily orient the residential condominium toward the existing single-family residential neighborhood and the commercial businesses toward the existing transit facilities and Aviation Boulevard in order to provide a transition between the residential neighborhood and nearby transit-related and industrial land uses.
- Objective 8:** To implement the goals and policies of the County of Los Angeles General Plan to ensure that development of the site is accomplished consistent with these applicable goals and objectives.

In addition to these Project Objectives, the following benefits constitute an overriding consideration warranting approval of the Project despite the significant and unavoidable environmental effects:

1. The Project will redevelop currently underutilized urban property as part of a modern multimodal transit-oriented development.
2. The Project implements policies that the County has actively promoted, such as the adoption of the Transit Oriented Districts Ordinance, the Mixed-Use Ordinance, and policies within the General Plan Housing Element.
3. Transit-oriented developments are critical for achieving the State and County air quality emission reduction targets.
4. The Project will provide more access to mobility choices for residents.
5. The Project will provide increased in public safety by creating an “active” place throughout the day and early evening, thereby creating a safer environment for pedestrians, transit-users, residents, and businesses.
6. The Project will increase transit ridership, which will improve the efficiency and effectiveness of transit service investments.
7. The Project will reduce the number of vehicle miles traveled by residents, thereby decreasing overall traffic demands and reducing vehicle-related air pollution.
8. The Project will reduce energy consumption by increasing the use of transit and through the creation of a Leadership in Energy and Environmental Design (LEED)-Silver certified development.
9. The Project is an infill development, which decreases infrastructure costs by utilizing existing utility infrastructure.

In light of the foregoing, and the information contained within the Final EIR and other portions of the project record, the Board concludes that implementation of the Aviation Station Project will result in the development of a beneficial mixed-use, transit-oriented community as outlined above. The Board further concludes that these benefits outweigh the significant, unavoidable environmental impacts associated with development of the Aviation Station Project and, accordingly, adopts this Statement of Overriding Considerations. Substantial evidence in the record supports this conclusion, and can be found in the Final EIR, record of proceedings, and public hearings for the Project.

ATTACHMENT A

MITIGATION MONITORING AND REPORTING PROGRAM

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Geotechnical (Section 3.1 of the Draft EIR)				
MM 3.1-1 The design and construction of the Project shall comply with the County of Los Angeles Building Code and/or any other applicable building codes and standards to the satisfaction of the Los Angeles County Department of Public Works.	Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 3.1-2 All grading activities as well as the design and construction of the Project shall comply with the specific recommendations and requirements provided in a comprehensive geotechnical report, subject to approval by the Los Angeles County Department of Public Works.	Submittal and approval of geotechnical report and Regular plan check and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
Flood (Section 3.2 of the Draft EIR)				
MM 3.2-1 The Project shall implement storm water quality Best Management Practices (BMPs) in accordance with the Los Angeles County Department of Public Works (LACDPW)'s current <i>Manual for the Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of LACDPW. Proposed BMPs shall require that: <ul style="list-style-type: none"> • All on-site storm drains shall have catch basin inserts or equivalent technologies to filter hydrocarbons, trash, heavy metals, sediments, and organics; • All storm drains shall be stenciled with "Warning! Drains to Ocean" notes and symbols per NPDES BMP standards, or as approved by the LACDPW; • Rooftop runoff shall be conveyed through planter or approved equivalent per Los Angeles County LID for filtration prior to entering a public storm drain; and • Two underground infiltration systems shall be installed beneath the proposed Project by phases. 	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s), during construction, and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>The Phase 1 system will capture the post-development LID volume of 5,227 cubic feet and shall provide the required detention volume of 657 cubic feet. The Phase 2 system will capture the post-development LID volume of 6,099 cubic feet and shall provide the required detention volume of 644 cubic feet.</p>				
<p>MM 3.2-2 The Project shall include: (1) the use of the existing Los Angeles County Flood Control District 8-foot by 10 ¾-foot RCB known as Dominguez Channel; (2) catch basins and storm drains designed for the allowable Q. No increase in Q will be allowed for the existing RCB and improvement plans shall be reviewed, satisfied and approved by the County of Los Angeles Department of Public Works (LACDPW). Specifically, the Project shall:</p> <ul style="list-style-type: none"> • Retain 12 existing catch basins, remove 5 on-site existing catch basins, relocate 1 on-site existing catch basin, and install 5 new on-site catch basins with filter inserts; • Retain existing concrete gutters where feasible and install new 4-foot concrete gutters along new and/or reconfigured interior roadways and parking areas; • During Phase 1, install a new private storm drain from the on-site parking area, from the proposed underground infiltration and detention system, connecting to the south side of the existing Los Angeles County Flood Control District 8-foot by 10 ¾-foot RCB; • During Phase 2, install new storm drains from the on-site parking area, from the proposed underground infiltration and detention system, and connect to the north side of the existing 8-foot by 10 ¾-foot RCB. • Off-site improvements are subject to the discretion of the proper permitting authority, including Caltrans for any improvements to the Caltrans Off-Site Project Area, or other jurisdictions for improvements within their right-of-way. 	<p style="text-align: center;">Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p style="text-align: center;">Prior to issuance of grading permit(s) and during construction</p>	<p style="text-align: center;">Project Applicant and Construction Contractor</p>	<p style="text-align: center;">Los Angeles County Department of Public Works</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 3.2-3 All proposed storm drains and other storm water management features specified in the <i>Drainage Concept, Hydrology, SUSMP, and LID Analysis for Vesting Tentative Tract Map No. 070853</i> prepared by Land Design Consultants, Inc. shall be designed and implemented to meet NPDES Permit/SUSMP requirements and the County LID requirements, subject to review and approval by the Los Angeles County Department of Public Works.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s), during construction, and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board
MM 3.2-5 The Project Applicant shall obtain a construction permit from the Los Angeles County Flood Control District (LACFCD) for all Project components that affect existing LACFCD facilities.	Acquire construction permit	Prior to issuance of grading permit(s) and during construction	Project Applicant	Los Angeles County Flood Control District
MM 3.2-6 The Project Applicant shall obtain an encroachment permit from California Department of Transportation (Caltrans) for construction activities within the off-site, Caltrans-owned property.	Acquire encroachment permit	Prior to issuance of grading permit(s) for Caltrans-owned property	Project Applicant	Los Angeles County Department of Public Works and Caltrans
Fire (Section 3.3 of the Draft EIR)				
MM 3.3-1 The Project shall comply with all applicable <i>Los Angeles County Code</i> Title 32 and Ordinance requirements regarding fire prevention and suppression measures, and/or measures approved or required by the Fire Chief, including construction materials, building access and evacuation routes, automatic fire extinguishing systems, standards for multi-family housing and commercial land uses, site access/fire lanes, hydrants water availability, and fire flows and pressures, among other requirements to the satisfaction of the Los Angeles County Fire Department (LACFD). Prior to issuance of building permits, Project Applicant shall submit all necessary plans and materials to the LACFD for review and approval.	Regular plan check and Site inspection	Prior to the issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Fire Department

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 3.3-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works and the Los Angeles County Fire Department (LACFD) that the Project includes appropriate infrastructure to ensure adequate water and fire flow infrastructure and compliance with Los Angeles County Code Title 32 requirements. It is anticipated that segments of the existing four- and six-inch diameter water lines in Aviation Boulevard (between West 116th Street and West 117th Street), West 116th Street (between Aviation Boulevard and Judah Avenue), West 117th Street (between Aviation Boulevard and Isis Avenue), and Judah Avenue (between West 117th Street and West 118th Street) shall be abandoned and three existing fire hydrants shall be removed. The Project shall include the following new water and fire flow infrastructure to the satisfaction of the LACFD:</p> <ul style="list-style-type: none"> • Twelve-inch diameter water line within West 117th Street between Aviation Boulevard and Isis Avenue turning south at Isis Avenue and immediately connecting with the existing 12-inch water line; • Eight-inch-diameter water lines within Aviation Boulevard (between West 117th Street and the proposed Fire Lane along the northern property boundary), the proposed Fire Lane (between Aviation Boulevard and Judah Avenue), and Judah Avenue (between the proposed Fire Lane and West 118th Street). These lines will connect with the new 12-inch line in West 117th Street; • A 6-inch-diameter water lateral from Building 1A to the new water line in West 117th Street, 8-, 6-, and 2-inch-diameter water laterals from the Building 1B to the new water line in Judah Avenue, and from Building 2A to the new water line in the Fire Lane. Building 2B would be served via the laterals extending to Building 2A; and 	<p>Regular plan check and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to the issuance of building permits and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles County Fire Department</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Six new fire hydrants evenly distributed around the perimeter of the Project site. 				
MM 3.3-3 Prior to issuance of building permits for the off-site Project Area, the Project Applicant shall demonstrate to the County of Los Angeles Department of Public Works that the Project includes adequate water infrastructure. It is anticipated that a new water lateral within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms and water fountain associated with the new Metro bus terminal. The water line shall be connected to the existing 6-inch-diameter water line within the off-site Caltrans property.	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to the issuance of building permits for Caltrans-owned property and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
Noise (Section 3.4 of the Draft EIR)				
MM 3.4-1 Prior to any grading activities, a 10-foot-high temporary noise barrier shall be constructed along the Project site's eastern and southern boundaries, Judah Avenue and West 117 th respectively. Noise barriers shall be constructed of material with a minimum weight of four pounds per square foot with no gaps or perforations. Noise barriers may be constructed of, but are not limited to, 5/8-inch-thick plywood or 5/8-inch-oriented strand board. The noise barriers shall remain in place until the end of grading/excavation activities. No more than two loader/backhoes and two dozers shall operate simultaneously at ground level during grading activities.	Install noise barrier and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-2 Stationary equipment (such as generators, cranes, and air compressors) that will be operational for 10 consecutive working days or more shall not be operated closer than 250 feet of any occupied home. If this distance limitation is not feasible, the Project Applicant shall ensure that the stationary equipment is equipped with appropriate noise reduction measures (e.g., silencers, shrouds, or other devices) to limit the equipment noise at the nearest residences to 60 dBA	Maintain log demonstrating compliance with distance requirements and/or documentation of compliance of noise threshold	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Lmax or the ambient noise level without the equipment operating, whichever is higher. Noise measurements shall be taken prior to operation of stationary equipment to determine the ambient noise level without the equipment operating and noise measurements shall be taken during operation of the stationary equipment to illustrate compliance with the maximum noise threshold. Documentation of compliance with the maximum noise threshold shall be provided to the County of Los Angeles Department of Regional Planning for each day that the equipment cannot be kept at a minimum of 250 feet from any occupied home.	and Site inspection			
MM 3.4-3 All construction trucks and vehicles accessing the Project site shall be required to use nearby designated truck routes (i.e., Aviation Boulevard and West Imperial Highway/Interstate 105), where feasible, and no construction traffic or queuing shall be allowed on residential portions of West 117th Street, Judah Avenue, or any other residential streets within the Del Aire community.	Direct and monitor travel routes of construction traffic and Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-4 In accordance with Section 12.08.440 of the County Noise Ordinance, construction activities that generate noise that could create a disturbance across a property line shall not occur between the hours of 7:00 PM and 7:00 AM on weekdays, at any time on Sunday, or a holiday.	Maintain log demonstrating compliance and Site inspection	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 3.4-5 The Project Applicant shall specify in the contract for each operator of a commercial space that (1) the operator shall require delivery trucks to enter and exit the Project site from the Aviation Boulevard driveway and (2) Truck deliveries shall be restricted to the daytime hours (7:00 AM to 10:00 PM).	Include delivery truck requirements in contracts	During operation	Project Applicant	Los Angeles County Department of Regional Planning
MM 3.4-6 Residential air conditioning units shall be designed and installed in accordance with Section 12.08.530 of the County's Noise Ordinance, which limits noise at property	Regular plan check and	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
lines and at neighboring units. Commercial air conditioning units and other stationary noise sources shall be designed and installed in accordance with Section 12.08.390 of the County's Noise Ordinance, which limits exterior noise at property lines.	Site inspection			
MM 3.4-7 Residential units shall be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft, vehicles on adjacent roadways, and light rail—shall not exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features shall be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows; (2) mechanical ventilation/air conditioning; (3) exterior wall/roof assemblies free of cut-outs or openings; and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Prior to the issuance of a building permit, the Project Applicant shall submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant that demonstrates that interior noise levels in all residential units due to exterior transportation noise sources would be 45 dBA CNEL or less to the Los Angeles County Department of Public Health for review and approval.	Submittal and approval of architectural plans and acoustical analysis and Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 3.4-8 In accordance with the <i>State Business and Professions Code</i> and the <i>State Civil Code</i> each prospective purchaser of residential property within the Project shall be notified as follows:</p> <p>NOTICE OF AIRPORT IN VICINITY – A portion of this property is presently located in the vicinity of an airport, within what is known as an airport influence area. Additionally, this property is located in proximity to the Metro Green Line Aviation/LAX Station, which currently operates 24-hours per day, 7 days per week. For these reasons, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport and light rail operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport and light rail annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</p> <p>In addition, although not required by the <i>State Civil Code</i> (Section 1103 et. seq.), each prospective tenant of leased residential property within the Project shall also be notified as described above.</p>	<p>Prepare and distribute notice as per State regulations to each prospective purchaser of residential property and each prospective tenant of the leased residential property within the Project</p>	<p>During operation</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Regional Planning</p>
Water Quality (Section 4.1 of the Draft EIR)				
<p>MM 4.1-1 Prior to the issuance of a grading permit, the Project Applicant shall file a Permit Registration Document (PRD) with the State Water Resources Control Board (SWRCB) in order to obtain coverage under NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. The PRD shall consist of a Notice of Intent (NOI); Risk Assessment; Site Map; SWPPP; annual fee; and a signed certification statement. Pursuant to permit requirements, the Project Applicant shall develop and incorporate BMPs for reducing or eliminating construction-related pollutants in the site runoff to the satisfaction of Los Angeles County Department of Public Works.</p>	<p>File Permit Registration Document and Submittal of NOI and Maintain log demonstrating compliance with NPDES requirements and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Regional Water Quality Control Board</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 4.1-2 Educational materials regarding water quality impacts associated with pet waste, and appropriate options for pet waste disposal, shall be provided to all future homeowners through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs) and all future renters through the Leasing Office.	Prepare and distribute pet waste literature to all future homeowners	During operation	Project Applicant	Los Angeles County Department of Regional Planning
MM 4.1-3 The Project Applicant shall install and maintain post-construction treatment control Best Management Practices (BMPs) pursuant to the requirements of the Los Angeles County Department of Public Works' <i>Standard Urban Stormwater Mitigation Plan (SUSMP)</i> and <i>Low Impact Development (LID) Standard Manual</i> to the satisfaction of the Los Angeles County Department of Public Works.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to issuance of grading permit(s) and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 4.1-4 Prior to the commencement of construction activities in the off-site, Caltrans-owned property, the Project Applicant shall demonstrate compliance with any applicable regulations related to drainage infrastructure and post-construction treatment control BMPs pursuant to the requirements of the Caltrans Statewide SWMP and other applicable local, State, and federal regulations to the satisfaction of Caltrans.	Submittal and approval of final drainage plan and Maintain log demonstrating compliance with NPDES requirements and Site inspection	Prior to construction activities and during construction on Caltrans-owned property	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works and Caltrans

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Air Quality (Section 4.2 of the Draft EIR)				
<p>MM 4.2-1 Dust control measures applied to Project construction activities shall be in compliance with SCAQMD Rule 403 for Best Available Control Measures and to the satisfaction of SCAQMD and the County Department of Regional Planning. Contractor compliance with Rule 403 requirements shall be mandated in the contractor's final construction plans and specifications and shall include the following measures:</p> <ul style="list-style-type: none"> • Land disturbance shall be minimized to the extent feasible. Grading activities shall be limited to the disturbance of no more than 1.25 acres per day and shall not exceed 2,400 cubic yards of grading per day. • Haul trucks shall be covered when loaded with fill. • Paved streets shall be swept at least once per day where there is evidence of dirt that has been carried onto the roadway. • Watering trucks shall be used to minimize dust. Watering should be sufficient to confine dust plumes to the Project work areas. Active disturbed areas shall have water applied to them three times daily. • For disturbed surfaces to be left inactive for four or more days and that will not be revegetated, a chemical stabilizer shall be applied per manufacturer's instruction. • For unpaved roads, chemical stabilizers shall be applied or the roads shall be watered once per hour during active operation. • Vehicle speed on unpaved roads shall be limited to 15 miles per hour. • For open storage piles that will remain on site for two or more days, water shall be applied once per hour, or coverings shall be installed. 	<p>Include Rule 403 in contractor's specifications and</p> <p>Maintain log demonstrating compliance and</p> <p>Site inspection</p>	<p>During construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and</p> <p>South Coast Air Quality Management District</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> For paved road track-out, all haul vehicles shall be covered, or shall comply with vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads. During high wind conditions (wind speeds in excess of 25 mph), all earth moving activities shall cease or water shall be applied to soil not more than 15 minutes prior to disturbing such soil. 				
<p>MM 4.2-2 Mass grading operations shall be planned and operated in a manner such that NOx emissions shall not exceed 100 pounds/day. This shall be demonstrated by emissions calculations for a reasonable maximum mass grading day, using the specific equipment selected for off-road and on-road use, subject to SCAQMD and Los Angeles County Department of Regional Planning review and approval. Should new-technology Tier 3 equipment or better be used, then it may be possible to exceed the equipment and equipment use data assumed in the URBEMIS model for the Project by substantial quantities without exceeding the 100 pounds/day NOx threshold.</p>	<p>Review and approval of emissions calculations and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of grading permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and South Coast Air Quality Management District</p>
<p>MM 4.2-3 In order to minimize NOx emissions, the Applicant shall include the following measures in all contractor's final construction plans and specifications:</p> <ul style="list-style-type: none"> Use electricity from power poles rather than temporary diesel or gasoline power generators; Ensure that all vehicles and equipment shall be properly tuned and maintained according to manufacturers' specifications; Prohibit all diesel trucks from idling in excess of five minutes, both on- and off-site; Schedule off-site haul activities that affect traffic flow on the arterial system to off-peak hours to the extent practicable, that is, peak hour hauls on the off-site arterial system shall occur only if necessary to avoid extending the length of the applicable phase of construction; and 	<p>Include NOx reduction measures in contractor's specifications And Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to construction activities and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Provide temporary traffic controls, such as a flag person, during all phases of construction as necessary to maintain smooth traffic flow. If needed to avoid congestion, provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site and/or modify signal synchronization. • Configure construction parking to minimize traffic interference. 				
MM 4.2-4 Information regarding exposure to PM10, PM2.5, and ultra-fine particles due to the Project's proximity to I-105 shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).	Prepare and distribute air quality literature to all future homeowners	During operation	Project Applicant and Homeowner's Association	Los Angeles County Department of Regional Planning
MM 4.2-5 The Project contractor's final construction plans and specifications shall require that activities with the potential to generate dust, PM10, and PM2.5 that are not required at a specific location on the Project site, such as the staging of equipment and materials, shall be located as far as feasible from nearby residences.	Include distance requirements in contractor's specifications and Maintain log demonstrating compliance and Site inspection	Prior to and during grading and excavation activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 4.2-6 A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to the generation of dust, PM10, and PM2.5.	Appoint construction relations officer and Maintain log demonstrating compliance and Site inspection	During grading activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Cultural Resources (Section 4.3 of the Draft EIR)				
<p>MM 4.3-1 During all grading and excavation activities that occur within native soils (i.e., not within engineered fill materials that are present at the surface), a trained Archaeological Monitor shall be present to monitor the earth-moving activities. Based on the site conditions and grading program, the Archaeological Monitor shall determine an appropriate monitoring schedule, subject to the approval of the Los Angeles County Department of Regional Planning (LACDRP). The Archaeological Monitor would not need to be present once grading and excavations reach a depth of 15 feet or deeper (see MM 4.3-2), or once bedrock is encountered. Should archaeological resources be encountered, a qualified Archaeologist shall be retained to implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Archaeologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the LACDRP. If the Monitor determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.</p>	<p style="text-align: center;">Archaeological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p style="text-align: center;">During grading and excavation activities</p>	<p style="text-align: center;">Project Applicant, Construction Contractor, and Qualified Archaeologist</p>	<p style="text-align: center;">Los Angeles County Department of Regional Planning</p>
<p>MM 4.3-2 A qualified Paleontologist shall be retained to monitor earth-moving activities of 15 feet or deeper (i.e. the depths at which significant vertebrate fossils have been recovered from older Quaternary Alluvium). Should paleontological resources be encountered during earth-moving activities (i.e., grading and excavation), the Paleontologist shall implement procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the resources, as appropriate. If the resources are found to be significant, the Paleontologist shall determine appropriate actions for preservation and/or data recovery to the satisfaction of the Los Angeles County</p>	<p style="text-align: center;">Paleontological monitoring and Maintain log demonstrating compliance and Site inspection</p>	<p style="text-align: center;">During excavation activities of 15 feet or deeper</p>	<p style="text-align: center;">Project Applicant, Construction Contractor, and Qualified Paleontologist</p>	<p style="text-align: center;">Los Angeles County Department of Regional Planning</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Department of Regional Planning. If the Paleontologist determines that the sediments are not sensitive for the presence of resources, monitoring efforts can be terminated.				
MM 4.3-3 In accordance with <i>California Health and Safety Code</i> , Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall be notified within 24 hours of the discovery and shall make such determination within 2 working days of notification of discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours. In accordance with <i>California Public Resources Code</i> , Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	Stop work and contact County Coroner	During construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Visual Qualities (Section 4.4 of the Draft EIR)				
MM 4.4-1 Prior to commencement of construction activities, the Contractor shall install a visual barrier along the entire perimeter of the construction site (e.g., green mesh fabric or similar view-blocking material) to obstruct street-level views of construction activities from residents in the immediate vicinity of the site. This barrier shall remain in place until the completion of grading activities requiring heavy mobile trucks/equipment. This shall be included on the contractor specifications and verified by the County of Los Angeles.	Install visual barrier and Maintain log demonstrating compliance and Site inspection	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-2 Prior to issuance of a grading permit, the Project Applicant shall submit the Landscaping Plan to the Los Angeles County Department of Regional Planning for review and approval.	Submittal and approval of Landscaping Plan	Prior to issuance of grading permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 4.4-3 Prior to issuance of a building permit, a signage plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project signage shall be designed and implemented in compliance with all applicable Los Angeles County standards and requirements.	Submittal and approval of Signage Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 4.4-4 Prior to issuance of a building permit, a lighting plan shall be submitted to the Los Angeles County Department of Public Works for review and approval. Project lighting shall be designed and implemented in compliance with all applicable Los Angeles County lighting standards.	Submittal and approval of Lighting Plan	Prior to issuance of building permit(s)	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Traffic/Access (Section 5.1 of the Draft EIR)				
<p>MM 5.1-1 All traffic improvements and construction-related activities that involve Caltrans-owned property shall be subject to the approval of an encroachment permit from Caltrans and shall be designed and constructed in accordance with applicable Caltrans standards and requirements, including the California 2010 MUTCD Manual, to the satisfaction of Caltrans. All traffic improvements within City of Los Angeles right-of-way shall be subject to the approval of the City of Los Angeles and the implementation of the improvements shall be guaranteed through the City's B-Permit process.</p>	<p>Acquire encroachment permit and Submittal and approval of traffic improvements in Caltrans or City of Los Angeles right-of-way</p>	<p>Prior to construction activities on Caltrans-owned property</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works, Caltrans, and City of Los Angeles</p>
<p>MM 5.1-2 To ensure adequate vehicular access and circulation on the Project site and the off-site Project area, the Project shall construct the following traffic and circulation features to the satisfaction of the Los Angeles County Department of Public Works (LACDPW). All driveways and other circulation features that would affect City of Los Angeles roadways shall require coordination for review and approval with the LADOT's Citywide Planning Coordination Section.</p> <ul style="list-style-type: none"> • Vehicular access to the Project site shall be limited to one driveway on Aviation Boulevard. <p>The existing Aviation Boulevard signalized driveway (driveway entrance to the Metro bus terminal) is located at the northwest corner of the Project site and shall be modified to serve as the Project driveway for access to the commercial and residential components of the Project and associated parking areas. The existing traffic signal equipment at the Aviation Boulevard driveway shall be modified accordingly. The proposed Aviation Boulevard driveway shall provide full access (i.e., left-turn and right-turn ingress and egress turning movements). For</p>	<p>Submittal and approval of traffic and circulation features and Maintain log demonstrating compliance and Site inspection</p>	<p>Prior to issuance of building permit(s) and during construction</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles Department of Transportation Citywide Planning Coordination Section (City of Los Angeles roadways only) and Caltrans (for activities on Caltrans property) and Metropolitan Transportation Authority (for activities on Metro property)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>exiting traffic, two lanes shall be provided: one for left-turns and one for right-turns.</p> <ul style="list-style-type: none"> • Prior to Phase 2, the existing Metro bus terminal shall be relocated to the western portion of the existing Caltrans Park-and-Ride Lot. The existing Caltrans Park-and-Ride Lot and the adjacent surface parking lot associated with the Caltrans Maintenance Facility shall be reconfigured to accommodate the relocation of the Metro bus terminal in order to maintain at least the current number of Park-and-Ride spaces (approximately 400 parking spaces). <p>Vehicular access to the relocated Metro facilities shall be provided via two driveways: one on Aviation Boulevard and one on West Imperial Highway.</p> <p>The existing Caltrans Park-and-Ride driveway on Aviation Boulevard shall be relocated approximately 100 feet north of its current position and shall accommodate right-turn ingress and egress movements only.</p> <p>The existing Caltrans Park-and-Ride driveway on West Imperial Highway shall be relocated approximately 30 feet east of its current position and shall be used as an exit only driveway (i.e., limited to right-turn egress movements only).</p> <p>The existing Caltrans driveway on West Imperial Highway shall be reconfigured to provide one inbound lane and one outbound lane, with left-turn and right-turn ingress and right-turn egress only (i.e., no left-turn egress movements would be permitted onto westbound West Imperial Highway). The reconfigured Caltrans driveway shall provide direct access to the Caltrans Park-and-Ride Lot and Caltrans surface parking lot.</p> <p>A traffic signal shall be installed at the existing Caltrans driveway on West Imperial Highway to</p>				

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>accommodate access to the reconfigured Metro and Caltrans facilities. The traffic signal at the Caltrans driveway shall feature separate westbound left-turn phasing for vehicles turning left into the Caltrans Park-and-Ride Lot and Caltrans Maintenance Facility parking lot and a northbound right-turn overlapping phase for vehicles exiting the driveway. The cost and implementation of the traffic signal installation shall be the sole responsibility of the Project Applicant. The Project Applicant shall contact LADOT's Western District Operations Office to facilitate the review and approval of the traffic signal in this location. The installation of the traffic signal shall be complete and in operation prior to the operation of the new Metro bus terminal.</p> <ul style="list-style-type: none"> • Prior to Phase 2, a new driveway on West Imperial Highway shall be constructed for the relocated Metro bus terminal and will provide right turn ingress and egress movements. • Modifications to the traffic signal located at the intersection of Aviation Boulevard and West 116th Street shall be constructed prior to occupancy of the Project. The cost of the design and modification of the traffic signal shall be the sole responsibility of the Project Applicant. A detailed striping and signal plans shall be submitted to LACDPW Traffic and Lighting Division for review and approval. • The design/redesign of the intersections (and associated traffic signal installations) roadways and the site plan layout, including driveway encroachments within Los Angeles County, shall be to the satisfaction of LACDPW. 				

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 5.1-3 The provision, design, and location of parking for the Project shall comply with the Americans with Disabilities Act (ADA).	Regular plan check and Site inspection	Prior to issuance of building permits and during operation	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MM 5.1-4 Upon issuance of the first occupancy permit, the Project Applicant shall coordinate with the Los Angeles County Department of Public Works regarding a possible preferential parking district for the residential streets adjacent to the Project site, including but not limited to West 117th Street and Judah Avenue. A preferential parking district shall be implemented if it is determined to be necessary to the mutual satisfaction of the County and adjacent residents. The Project shall be solely responsible for the costs to establish the preferential parking district. In addition, the type of measures to be used (e.g., meters, permits, signs) shall also be determined to the mutual satisfaction of the County and the adjacent residents. The Project shall be subject to the requirements of this mitigation measure until two years after the issuance of Phase 2 occupancy permit.	Coordinate with LACDPW and adjacent residents for preferential parking district and establish the preferential parking district if required at the sole cost to the Project	Upon issuance of first occupancy permit until two years after the issuance of Phase 2 occupancy permit	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works
MM 5.1-5 The Project Applicant shall demonstrate to the satisfaction of the County of Los Angeles and the Metropolitan Transportation Authority that the relocated Metro bus terminal is fully operational prior to the removal of the existing Metro bus terminal located on Lot 2 of the Project site.	Provide evidence of operational terminal to County and Metro	Prior to removal of the existing Metro bus terminal	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Metropolitan Transportation Authority (for activities on Metro property)
MM 5.1-6 To minimize potential cumulative construction traffic impacts in the Los Angeles International Airport (LAX) area, the Project Applicant shall provide Los Angeles World Airports with the Project's construction schedule, construction hours, haul routes, and construction personnel contact information at least 10 days before construction activities begin.	Provide LAWA with specified construction information	At least 10 days prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Los Angeles World Airports

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Sewage Disposal (Section 5.2 of the Draft EIR)				
MM 5.2-1 Prior to the issuance of building permits, the Project Applicant shall pay the applicable connection fees in accordance with the Sanitation Districts of Los Angeles County <i>Master Connection Fee Ordinance of County Sanitation District No. 5 of Los Angeles County</i> .	Remit payment to the Sanitation Districts of Los Angeles County	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Sanitation Districts of Los Angeles County
MM 5.2-2 Prior to issuance of building permits, the Project Applicant shall demonstrate to the Sanitation Districts of Los Angeles County and Los Angeles County Department of Public Works that the Project includes appropriate infrastructure to ensure adequate wastewater conveyance. It is anticipated that segments of the existing eight-inch-diameter local sewer line within Aviation Boulevard (between West 116th Street and West 117th Street) and West 116th Street (between Aviation Boulevard and Judah Avenue) will be removed. The Project shall include the following new wastewater infrastructure: <ul style="list-style-type: none"> • An 8-inch-diameter local sewer line within Aviation Boulevard beginning north of West 116th Street and connecting to the sewer line within West 117th Street; • An 8-inch-diameter local sewer line within West 117th Street connecting the Aviation Boulevard sewer line to the existing sewer line in West 117th Street; • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and West 117th Street, and connecting to the existing sewer line in West 117th Street; • An 8-inch-diameter local sewer line within Judah Avenue beginning mid-block between West 116th Street and extending north of West 117th Street, and connecting to the existing sewer line in West 116th Street; 	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Public Works and Sanitation Districts of Los Angeles County

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<ul style="list-style-type: none"> • Six-inch-diameter sewer laterals from each of the four proposed buildings to a local sewer line; and • Four-inch-diameter sewer laterals from each individual townhome along West 117th Street and Judah Avenue to a local sewer line. 				
MM 5.2-3 Prior to the issuance of building permits, the Project Applicant shall complete the annexation of all appropriate local sewer lines and laterals necessary to serve the Project that are currently within the City of Los Angeles into the Los Angeles County Department of Public Works (LACDPW) Consolidated Sewer Maintenance District. All proposed sewer lines shall be constructed in compliance with the LACDPW's sewer design standards to the satisfaction of LACDPW.	Finalize annexation of sewer facilities	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Public Works
MM 5.2-4 Prior to issuance of building permits for the off-site Caltrans-owned property, the Project Applicant shall demonstrate to the Los Angeles County Department of Public Works that the Project includes adequate wastewater infrastructure. A new sewer lateral line within the off-site, Caltrans-owned property shall be constructed to provide service to the restrooms associated with the new Metro bus terminal. The sewer line shall be connected to the existing eight-inch diameter local sewer line within the off-site Caltrans property.	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits for Caltrans property	Project Applicant	Los Angeles County Department of Public Works
Education (Section 5.3 of the Draft EIR)				
MM 5.3-1 The Project Applicant shall pay new development fees in effect at the time of building permit issuance to the Wiseburn School District and the Centinela Valley Union High School District pursuant to <i>California Government Code</i> , Section 65995 (SB 50).	Remit new development fees to affected school districts	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Wiseburn School District and Centinela Valley Union High School District

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 5.3-2 The Project Applicant shall remit to the Los Angeles County Public Library a fee in effect at the time of building permit issuance, pursuant to the Library Facilities Mitigation Fee Program.	Remit appropriate fee to Los Angeles County Public Library	At the time of building permit issuance	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Public Library
Fire/Sheriff (Section 5.4 of the Draft EIR)				
MM 5.4-1 Prior to issuance of a certificate of occupancy, the Project Applicant shall notify the Los Angeles County Sheriff's Department, including the Transportation Bureau-Green Line, of Project completion in order to facilitate their internal assessment to ensure that services are appropriately allocated to areas in need.	Communicate project completion to Los Angeles County Sheriff's Department	Prior to issuance of occupancy permit	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Sheriff's Department
Utilities/Other Services (Section 5.5 of the Draft EIR)				
MM 5.5-1 Prior to the issuance of building permits; the Project Applicant shall pay the applicable connection fees in accordance with the Golden State Water Company standards and requirements.	Remit appropriate connection fee to Golden State Water Company	Prior to issuance of building permits	Project Applicant	Los Angeles County Department of Regional Planning and Golden State Water Company
MM 5.5-2 Prior to commencement of construction activities, a Recycling and Reuse Plan must be submitted to the Los Angeles County Department of Public Works, Environmental Programs Division for review and approval. Construction activities on the Project site shall be conducted in compliance with Section 22.52.2100, Green Building of the Los Angeles County Code, which requires the recycling/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight.	Submittal and approval of Recycling and Reuse Plan and Maintain log demonstrating compliance with Plan	Prior to construction activities	Project Applicant and Construction Contractor	Los Angeles County Department of Public Works Environmental Programs Division

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Environmental Safety (Section 6.1 of the Draft EIR)				
<p>MM 6.1-1 Prior to the issuance of a grading permit(s), the Project Applicant shall submit the final contractor specifications that includes a contingency plan to address the potential to encounter unknown subsurface anomalies during site grading and excavation to the satisfaction of the County. The specifications shall also include the appointment of a Construction Monitor with a CalOSHA Hazardous Waste Operations and Emergency Response Standard (HAZWOPER) certification to identify and provide initial response to any hazard or hazardous material encountered during Project implementation. The contingency plan shall specify that, if construction workers encounter any hazards or hazardous materials (including, but not limited to, pipes, USTs, stained soils, odors, gases, uncontained spills, and/or other unidentified substances), the Contractor shall stop work, notify the Construction Monitor (if not already aware), and cordon off the affected area. The Construction Monitor shall contact the Los Angeles County Certified Unified Program Agency (CUPA), which is the Los Angeles County Fire Department, Health Hazardous Materials Division, who shall determine the next steps regarding possible site evacuations, notification of other oversight agencies, sampling, handling, and disposal of the material(s) consistent with federal, State, and local regulations. If required, the Project site shall be remediated to the satisfaction of the CUPA.</p>	<p>Include plan to resolve subsurface anomalies and specify appointment of a HAZWOPER-certified Construction Monitor in contractor specifications</p>	<p>Prior to issuance of grading permit(s)</p>	<p>Project Applicant, Construction Contractor, and HAZWOPER-certified Construction Monitor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles County Certified Unified Program Agency (Los Angeles County Fire Department Health Hazardous Materials Division)</p>
<p>MM 6.1-2 Prior to the issuance of a demolition permit for any structure on the Project site, pre-demolition surveys for ACMs and LBP—including sampling and analysis of all suspected building materials—and inspections for PCB-containing electrical fixtures shall be performed for the structure(s) proposed for demolition. All surveys, inspections, and analyses shall be performed by fully licensed and qualified individuals in accordance with all applicable federal, State, and local regulations,</p>	<p>Conduct and submit pre-demolition surveys for ACMs and LBP and inspections for PCB-containing equipment and Provide documentation of survey results to</p>	<p>Prior to issuance of demolition permits and during demolition</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Public Works and Los Angeles County Certified Unified Program Agency (Los Angeles County</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>including ASTM E 1527-05; 15 USC Chapter 15 (Toxic Substances Control); CalOSHA requirements; and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities).</p> <p>If the pre-demolition surveys/inspections do not identify ACMs, LBP, and/or PCB-containing fixtures, the Project Applicant shall provide documentation to the County of the survey/inspection showing that no further abatement actions are required as part of the application for a demolition permit.</p> <p>If the pre-demolition surveys/inspections identify ACMs, LBP, and/or PCB-containing fixtures, all such materials shall be handled in accordance with SCAQMD Rule 1403. The Project Applicant shall provide documentation to the Los Angeles County Certified Unified Program Agency (CUPA) that appropriately qualified individuals have been retained to manage the identified materials as part of the application for a demolition permit. All demolition activities that may expose construction workers and/or the public to asbestos-containing materials, lead-based paint (LBP), and/or PCB-containing electrical fixtures shall be conducted in accordance with applicable regulations, including, but not limited to 15 <i>United States Code</i> (USC) Chapter 53 Toxic Substances Control; CalOSHA regulations (8 CCR Section 1529 [Asbestos] and Section 1532.1 [Lead]); and SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirement to adhere to all applicable regulations shall be included in the contractor specifications, and such inclusion shall be approved by the Los Angeles County CUPA and verified by the Los Angeles County Department of Public Works prior to issuance of the demolition permit.</p> <p>After demolition, the Project Applicant shall provide documentation (e.g., required waste manifests, air monitoring results, and laboratory analytical results) to the Los Angeles County Department of Public Health</p>	<p>County or Abate hazardous materials in accordance with applicable regulations and provide documentation of abatement to County</p>			<p>Fire Department Health Hazardous Materials Division)</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
(DPH) and CUPA illustrating that abatement of any ACMs, LBP, and/or PCB-containing fixtures identified in the demolished structure has been completed in full compliance with applicable regulations. The County of Los Angeles Department of Public Works shall be copied on all materials submitted to the DPH and CUPA.				
MM 6.1-3 Any contaminated soils or other hazardous materials removed from the Project site shall be transported only by a Licensed Hazardous Waste Hauler, who shall be in compliance with all applicable State and federal requirements, including U.S. Department of Transportation regulations under 49 CFR (Hazardous Materials Transportation Act), Caltrans standards, CalOSHA standards, and 40 CFR 263 (Subtitle C of Resource Conservation and Recovery Act).	Include requirement for licensed hazardous waste hauler in contractor specifications and confirm waste hauler credentials and Maintain log demonstrating compliance	During construction	Project Applicant, Construction Contractor, and Licensed Hazardous Waste Hauler	Los Angeles County Department of Regional Planning
MM 6.1-4 All structures shall comply with Federal Aviation Administration (FAA) height restrictions, pursuant to Federal Aviation Regulation (FAR) Part 77, Subpart C. The Project Applicant shall provide the County of Los Angeles Department of Regional Planning with proof of a current and valid FAA "Determination of No Hazard to Air Navigation" at the time of building permit issuance.	Provide County with FAA "Determination of No Hazard to Air Navigation"	Prior to issuance of building permits	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Federal Aviation Administration

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
<p>MM 6.1-5 Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, shall be prepared in cooperation with the County of Los Angeles, the City of Los Angeles, and other affected jurisdictions in accordance with the Work Area Traffic Control Handbook (WATCH) manual and Manual on Uniform Traffic Control Devices (MUTCD), as required by the relevant jurisdiction. Construction activities shall comply with the approved WTCP to the satisfaction of the affected jurisdictions.</p>	<p>Submittal and approval of Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans</p>	<p>Prior to construction activities</p>	<p>Project Applicant and Construction Contractor</p>	<p>Los Angeles County Department of Regional Planning and Los Angeles Department of City Planning</p>
<p>MM 6.1-6 Prior to issuance of a grading permit, the Project shall be reviewed by Metro to ensure that construction of tie-backs per Specifications Section 2162-Tieback Anchors, drainage, fencing, and other issues, including safety, associated with, and which may have an impact on, the railroad ROW are addressed and that Project plans comply with Metro Design Criteria, Section 5 Structural, and Volume III Adjacent Construction Design Manual. The Rail Division Transportation Manager and Rail Operations Control, as well as the Metro Bus Operations Control Special Events Coordinator and applicable Municipal Bus Service Operators shall be contacted prior to commencement of construction activities that could impact the Metro facilities or transit corridors for the purposes of coordination and to determine whether any construction-related permits are required.</p>	<p>Submittal and approval of project plans and specifications for components affecting railroad ROW and Contact the Rail Division Transportation Manager, Rail Operations Control, Metro Bus Operations Control Special Events Coordinator, and applicable Municipal Bus Service Operators</p>	<p>Prior to issuance of a grading permit</p>	<p>Project Applicant</p>	<p>Los Angeles County Department of Public Works and Metropolitan Transportation Authority</p>

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
Population, Housing, Employment and Recreation (Section 6.3 of the Draft EIR)				
MM 6.3-1 Prior to the clearance of the final map by the Los Angeles County Department of Parks and Recreation (DPR), the Project Applicant shall provide the DPR with in-lieu fee payment to meet the parkland obligation calculated by the DPR for the Project in accordance with the County Parkland Dedication Ordinance.	Remit appropriate County Parkland Dedication Ordinance fee	Prior to clearance of the final tract map	Project Applicant	Los Angeles County Department of Regional Planning and Los Angeles County Department of Parks and Recreation
Climate Change (Section 6.4 of the Draft EIR)				
MM 6.4-1 The Project shall be designed and constructed in accordance with the following regulations as set forth in the <i>Los Angeles County Code</i> : Section 12.84.410 et seq., Low Impact Development; Section 21.52.2200 et seq., Drought Tolerant Landscaping; and Section 22.52.2100, Green Building. The Green Building ordinance requires features/actions relative to the Project including, but not limited to, the following: <ul style="list-style-type: none"> • Achievement of at least 15 percent more energy efficiency than the 2005 Title 24 California Energy Efficiency Standards; • Installation of smart irrigation controllers, drought-tolerant vegetation (per Chapter 22.52 requirements), and high-efficiency toilets in all dwelling units and mixed-use buildings; • Recycle/reuse of at least 65 percent of non-hazardous construction/demolition debris by weight; and • Planting of at least one 15-gallon tree for every 5,000 sf of multi-family developed area with at least 50 percent of the trees being drought tolerant, and plant at least three 15-gallon trees for every 10,000 sf of non-residential developed area with at least 65 percent of the trees being drought-tolerant. 	Regular plan check and Maintain log demonstrating compliance and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning and Los Angeles County Department of Public Works

**MITIGATION MONITORING AND REPORTING PROGRAM
PROJECT NO. TR070853-(2) (Continued)**

Mitigation Measures	Action Required	Mitigation Timing	Responsible Agency/Party	Monitoring Agency/Party
MM 6.4-2 Educational materials regarding water conservation techniques and programs, waste reduction and recycling services, energy conservation, the benefits of mixed-use, transit-oriented developments in support of the reduction of vehicle trips, and information about public transportation options shall be provided to all future homeowners and residents of the Project through the Homeowner's Association and mandated through the Conditions, Covenants, and Restrictions (CCRs).	Prepare and distribute appropriate literature to all future homeowners	During operation	Project Applicant and Homeowner's Association	Los Angeles County Department of Regional Planning
MM 6.4-3 Preferred parking for low-emission and fuel-efficient vehicles and on-site bicycle storage shall be provided to the satisfaction of Los Angeles County Department of Regional Planning.	Regular plan check and Site inspection	Prior to issuance of building permits and during construction	Project Applicant and Construction Contractor	Los Angeles County Department of Regional Planning
MITIGATION COMPLIANCE				
As a means of ensuring compliance of the above mitigation measures, the Applicant and/or subsequent owner(s) are responsible for submitting an annual mitigation compliance report to the LACDRP for review, and for replenishing the mitigation monitoring account if necessary until such time as all mitigation measures have been implemented and completed.	Submittal of annual mitigation compliance report and Replenishing mitigation monitoring account	Annually until such time as all mitigation measures have been implemented and completed	Project Applicant and Subsequent Owner(s)	LACDRP