

# Executive Summary

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The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed 676 Mateo Street Project (Project). The Project will require certain discretionary approvals by the City and other governmental agencies; and is subject to environmental review requirements under the California Environmental Quality Act (CEQA).

As described in Section 15123(a) and 15362 of the CEQA Guidelines, an EIR is an informational document that will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects, and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the Project's potential environmental effects that the City of Los Angeles (City), as the Lead Agency, has determined to be, or potentially may be, significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts.

In accordance with State CEQA Guidelines Section 15123, this section of the Draft Environmental Impact Report (EIR) contains a summary of the 676 Mateo Street Project (Project); the CEQA review process; describes areas of controversy known to the Lead Agency and issues to be resolved; identifies significant and unavoidable effects; summarizes alternatives to the Project; and provides a table summarizing Project impacts, Project Design Features and mitigation measures, and the level of impact significance following implementation of mitigation measures. More detailed information regarding the Project and its potential environmental effects is provided in the following sections of this Draft EIR.

## 1. Project Location

The Project is located at 668-678 S. Mateo Street and 669-679 S. Imperial Street (Project Site) within the Central City North Community Plan area of the City in Los Angeles County. Regional access to the area of the Project Site is provided by the Santa Monica Freeway (I-10) via Alameda Street approximately 0.84-mile to the southwest and the Hollywood Freeway (US-101) via E. 7<sup>th</sup> Street approximately 0.63-mile to the east. The Los Angeles County Metropolitan Transportation Authority (Metro) provides local bus service in the Project Site area. Metro runs multiple bus lines, including local and rapid lines, along E. 6<sup>th</sup> Street, E. 7<sup>th</sup> Street, Alameda Street, and Santa Fe Avenue in the area.

The Project Site consists of approximately 44,800 square feet (1.03 acres), and is bounded by Mateo Street to the west, Imperial Street to the east, a one-story warehouse building that has been converted into a small grocery/market use, associated surface parking lot and Jesse Street to the north, and single-story industrial and commercial buildings, associated surface parking lots, and E. 7<sup>th</sup> Street to the south.

## 2. Proposed Project

The Project would involve the demolition of the existing warehouse and surface parking lot, and the construction of an up to 197,355-square-foot mixed-use building including up to 185 live/work units, approximately 15,320 square feet of open space for residents, up to 23,380 square feet of art-production and commercial space, and associated parking facilities, resulting in a 4.74:1 FAR. Eleven percent of the units (20 live/work units) would be deed-restricted for Very Low Income households. The proposed building would be up to 116'-0" to the top of the parapet and 110'-0" to the top of the roof (8 above-ground levels) plus three levels of subterranean parking. The Project has been designed to incorporate specific design standards to address the Arts District's unique urban form and architectural characteristics.

The Project also proposes the ability to implement an increased commercial option that would provide the Project the flexibility to increase the commercial square footage provided by the Project from 23,380 square feet to 45,873 square-feet within the same building parameters (i.e., 197,355-square-foot, 116'-0" to the top of the parapet and 110'-0" to the top of the roof with eight-aboveground levels achieving a 4.74:1 FAR and three-level subterranean parking structure) and, in turn, reduce the overall amount of live/work units from 185 live/work units to 159 live/work units. This commercial option is hereinafter referred to as the "Increased Commercial Flexibility Option" and "Flexibility Option" throughout this Draft EIR. Therefore, within the same building parameters (FAR, height, massing, etc), the Project proposes 185 live/work units and 23,380 square feet of commercial space, and the Flexibility Option proposes 159 live/work units and 45,873 square feet of commercial space.

## 3. Areas of Controversy

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for a significant impact was identified in the Initial Study. These areas may include on-site construction noise, on- and off-site vibration during Project construction, and increase in traffic trips. There were also several comments related to other environmental issues provided to the City in response to the NOP. Based on the NOP comment letters provided in **Appendix A** of this Draft EIR, issues known to be of concern included, but were not limited to, Project

impacts on aesthetics, air quality, land use consistency and zoning, noise, traffic, and tribal cultural resources. Refer to **Appendix A** of this Draft EIR for copies of the NOP comment letters.

## 4. Significant and Unavoidable Environmental Impacts

Based on the analysis in **Section IV, Environmental Impact Analysis**, of this Draft EIR, implementation of the Project would result in significant and unavoidable environmental impacts relative to Noise and Vibration (Project construction vibration impacts related to human annoyance).

## 5. Alternatives to Reduce Significant Impacts

This Draft EIR considers a range of alternatives to the Project to allow for informed decision-making in accordance with *State CEQA Guidelines* Section 15126.6. Alternatives to the Project are identified for the purpose of substantially reducing or avoiding the significant impacts of the Project as well as the Flexibility Option. This Draft EIR concludes that the Project and Flexibility Option would result in significant and unavoidable impacts related to Noise Vibration (Project construction vibration impacts related to human annoyance). One alternative was considered and rejected as being infeasible for the Project: an alternate site.

As described in more detail in Section VI (Alternatives to the Project), the alternatives that are analyzed in this Draft EIR include the following:

- Alternative 1: No Project
- Alternative 2a: Reduced Density
- Alternative 2b: Reduced Density Option
- Alternative 3: Commercial Use with Aboveground Parking
- Alternative 4: Existing Zoning - Industrial Use

### a) Alternative 1 – No Project Alternative

CEQA requires the alternatives analysis to include a No Project Alternative (Alternative 1). The purpose of analyzing a No Project Alternative is to allow decision makers to compare the impacts of approving the Project with the impacts of not approving the Project (State CEQA Guidelines Section 15126.6(e)(1)). Pursuant to Section 15126.6(e)(2):

*The “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, as well as what would reasonably be 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.*

In the event the Project is not approved, it is expected that the Project Site would remain in its current condition and no new development would occur for the foreseeable future. The Project Site is developed with an industrial building and an associated surface parking lot.

Project and the Flexibility Option would result in significant and unavoidable construction vibration impacts related to human annoyance. Alternative 1 would avoid the Project’s and the Flexibility Option’s significant and unavoidable impacts because no new development would occur on the Project Site. However, Alternative 1 would not realize any of the Project objectives.

## **b) Alternative 2a - Reduced Density**

### **Alternative 2b - Reduced Density Option**

The purpose of the Reduced Density Alternative is to potentially avoid or substantially lessen the Project’s significant impacts by reducing the overall commercial and residential floor area as compared to the Project and reducing underground excavations. Alternative 2a and 2b would both result in the construction of an approximately 148,016-square-foot mixed-use building, an overall 25 percent reduction in building envelope. Alternative 2a represents reduced density compared to the Project, while Alternative 2b represents reduced density compared to the Flexibility Option.

#### **(1) Alternative 2a**

Under Alternative 2a, the building envelope and density would be reduced by approximately 25 percent. Accordingly, the height of the proposed development under Alternative 2a would be reduced from 8 stories and 116 feet (to top of parapet) tall to 6 stories and 83 feet tall. Alternative 2a would result in the construction of an approximately 148,016-square-foot mixed-use building (compared to the Project’s and Flexibility Option’s 197,355 square feet), including up to 139 live/work units (compared to the Project’s 185 live/work units and the Flexibility Option’s 135 live/work units), approximately 11,490 square feet of open space for residents (compared to the Project’s 15,320 square feet and the Flexibility Option’s 14,870 square feet), up to 17,535 square feet of art-production and commercial space (compared to the Project’s 23,380 square

feet and the Flexibility Option's 45,873 square feet), and associated parking facilities. Approximately 215 parking spaces (compared to the Project's and Flexibility Option's 287 parking space), would be provided in two subterranean levels (compared to the Project's and Flexibility Option's three subterranean levels).

The design and configuration of Alternative 2a would be similar to the Project. The main difference would be the total square footage and building height, resulting in a mixed-use development with approximately 75 percent of the mass of the Project, a reduction in excavation depth from 47 feet below ground surface with the Project and the Flexibility Option to approximately 37 feet below ground surface, and fewer residents, approximately 336 residents (as compared to the Project's 448 residents and the Flexibility Option's 385 residents).

Alternative 2a would reduce the amount of excavation and hauling of soil as compared to the Project and the Flexibility Option due to one less subterranean level, which would lessen the impacts related to air quality emissions during construction and Project-level noise and vibration from construction. As discussed in **Section VI.C.2(k)1**, of this Draft EIR, Alternative 2a's construction vibration impacts related to human annoyance would remain significant and unavoidable. Alternative 2a's other impacts would either be less than the Project's impacts or similar to the Project's impacts. A comparison of the impact of each of the alternatives to the Project and the Flexibility Option is summarized in **Table VI-2, Summary of Alternatives' Impacts**.

## (2) Alternative 2b

This alternative includes an option to implement an increased commercial usage (Alternative 2b) that would provide the flexibility to increase the commercial square footage within the same reduced building parameters as Alternative 2a (i.e., 148,016-square-feet, with six-above ground levels and two-level subterranean parking structure) and, in turn, reduce the overall amount of live/work units from 139 live/work units to 119 live/work units. Similar to Alternative 2a, the height of the proposed development under Alternative 2b would be reduced from 8 stories and 116 feet (to top of parapet) tall to 6 stories and 83 feet tall. Under Alternative 2b, the live/work units on the second floor would be replaced with commercial space for a total of approximately 34,405 square feet of commercial space (compared to the Project's 23,380 square feet and the Flexibility Option's 45,873 square feet). The increased commercial space would consist of office and art production-related uses. Additionally, the amount of common open space provided under Alternative 2b would be the same as Alternative 2a; however, the amount of private open space would be reduced to 11,153 square feet commensurate to the reduction in live/work units) (compared to the Project's 15,320 square feet and the Flexibility Option's 14,870 square feet).

Similar to Alternative 2a, Alternative 2b would reduce the amount of excavation and hauling of soil as compared to the Project and the Flexibility Option, which would lessen the impacts related to air quality emissions during construction and Project-level noise from construction. However, as discussed in **Section VI.C.2(k)2**, of this Draft EIR, Alternative 2b's construction vibration impacts related to human annoyance would remain significant and unavoidable. Alternative 2b's other impacts would either be less than the Project's and the Flexibility Option's impacts or similar to the Project's and the Flexibility Option's impacts. A comparison of the impact of each of the alternatives to the Project and the Flexibility Option is summarized in **Table VI-2, Summary of Alternatives' Impacts**.

### **c) Alternative 3 – Commercial Use with Aboveground Parking**

Under Alternative 3, the Project's building envelope and density would be reduced by approximately 88 percent. Alternative 3 would result in the construction of an approximately 23,380-square-foot commercial building (compared to the Project's and Flexibility Option's 197,355 square feet) including up to 15,005 square feet of restaurant floor area and 8,375 square feet of retail floor area (compared to the Project's 23,380 square feet and the Flexibility Option's 45,873 square feet of commercial space), and associated parking facilities. The total building height would be approximately 31 feet compared to the Project's and the Flexibility Option's proposed eight-story building with a height of 116 feet. Alternative 3 would have on-site aboveground parking for 47 parking spaces (compared to the Project's and Flexibility Option's 287 parking space).<sup>1</sup>

The general architectural design of Alternative 3 would be similar to the Project. The configuration of Alternative 3 would be different than the Project in order to accommodate ground level parking. Specifically, Alternative 3 would likely cover the majority of the Project Site with ground level parking and therefore would not be able to include the raised live/work complex building at the northwest corner of the Project Site and the associated open space under this building, plus other open space and courtyards that would be provided under the Project. An additional difference would be the total square footage and building height, resulting in a commercial development with approximately 12 percent of the mass of the Project. The ground level would be comprised of parking, approximately 11 feet high, and the second level would be comprised of commercial uses, approximately 20 feet, for a total two story building with a height of approximately 31 feet compared to the Project's proposed eight-story building with a height of 116 feet. There would be no live/work uses and therefore, no affordable housing units, nor would there be open space under this alternative.

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<sup>1</sup> Commercial parking ratio per East Los Angeles State Enterprise Zone is 2 spaces/1,000 square feet.

Alternative 3 would avoid the Project's significant and unavoidable construction vibration impacts related to human annoyance as Alternative 3 would not include underground excavations. A comparison of the impact of each of the alternatives to the Project is summarized in **Table VI-2, Summary of Alternatives' Impacts**.

#### **d) Alternative 4 – Existing Zoning - Industrial Use**

Under Alternative 4, the Project Site would be developed with an industrial building at the density permitted by the existing M3-1-RIO (Heavy Industrial Zone – Height District No. 1 – River Improvement Overlay District) zoning. The M3 Zone permits a range of industrial and manufacturing uses that are in operation in the area. The M3 Zone also permits commercial uses permitted under the C2 Zone, such as restaurants, bars, studios, offices, and adaptive reuse into live/work units, which can all be found within the immediate surrounding area of the Project Site. In regards to the River Improvement Overlay District (RIO), projects located within the RIO District, such as the Project, require an Administrative Clearance from the Department of City Planning prior to issuance of a building permit, to ensure that projects meet certain standards for screening, lighting, river access, and landscaping. Height District No.1 would permit an FAR of 1.5:1.

The Project Site has a General Plan land use designation of Heavy Industrial under the Central City North Community Plan. The Heavy Industrial land use designation permits a range of corresponding industrial zones that allow for a variety of industrial, commercial, and adaptive live/work uses and intensities. Under Alternative 4, the approximately 44,800 square foot lot area (1.03 acres) would be developed with 67,200 square feet of floor area (compared to the Project's and Flexibility Option's 197,355 square feet) based on an FAR of 1.5 (44,800 square feet X 1.5 FAR). The development under Alternative 4 would be all industrial uses provided in a single one to two-story building totaling approximately 30 feet in height (compared to the Project's and the Flexibility Option's proposed eight-story building with a height of 116 feet) located on the Project Site.

Parking for all uses contained within Alternative 4 would be provided on site. For Industrial uses a total of one automobile parking space for each 500 square feet of combined floor area is required. Alternative 4 would provide approximately 134 vehicle parking spaces (compared to the Project's and Flexibility Option's 287 parking space). Parking would be provided in one level of subterranean parking.

The main difference with the Project would be construction of an all industrial development, and the reduction in total square footage and building height which is based on a FAR of 1.5:1.

Overall, Alternative 4 impacts would be less than the Project's impacts in some impact categories or similar to the Project's impacts in others. Alternative 4's construction

vibration impacts related to human annoyance would remain significant and unavoidable. A comparison of the impact of each of the alternatives to the Project is summarized in **Table VI-2, Summary of Alternatives' Impacts**.

### e) Environmentally Superior Alternative

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

Based on the alternatives analysis and **Table VI-2**, Alternative 3, the Commercial Use and Aboveground Parking Alternative, would be environmentally superior to the Project. In most environmental areas, Alternative 3 would result in lesser degrees of Project impacts due to overall reduction in development and would avoid the Project’s significant and unavoidable construction vibration impact related to human annoyance as Alternative 3 would not include excavations. However, it should be noted that Alternative 3 does not meet five of the Project’s six objectives, including not providing any live/work or affordable housing units, open space and plazas. Alternative 3 meets the remaining Project objective to a lesser extent than the Project.

## 6. Summary of Environmental Impacts

This section provides a summary of impacts associated with the Project, Project Design Features (PDF) that would be included as part of the Project, Mitigation Measures (MM) that are proposed for potentially significant impacts, and the level of impact after implementation of mitigation measures for each environmental topic evaluated in the Draft EIR, in **Table ES-1**.

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

<b>Environmental Issue</b>	<b>MMs and PDFs</b>	<b>Project and Flexibility Option Impacts</b>
<b>A. AIR QUALITY</b>		
Consistency with Applicable Air Quality Plans	PDF TR-1	Less Than Significant Impact
Increase Criteria Pollutants Under Air Quality Standards	None	Less Than Significant Impact
Expose Sensitive Receptors to Localized Emissions	None	Less Than Significant Impact
Objectionable Odors	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>B. CULTURAL RESOURCES</b>		
Historical Resources	None	Less Than Significant Impact

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

<b>Environmental Issue</b>	<b>MMs and PDFs</b>	<b>Project and Flexibility Option Impacts</b>
Archaeological Resources	MM CUL-1 MM CUL-2 MM CUL-3 MM CUL-4	Less Than Significant with Mitigation Incorporated
Human Remains	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>C. GEOLOGY AND SOILS</b>		
Surface Rupture	None	Less Than Significant Impact
Ground Shaking	None	Less Than Significant Impact
Liquefaction	None	Less Than Significant Impact
Landslides	None	No Impact
Soil Erosions or Loss of Topsoil	None	Less Than Significant Impact
Lateral Spreading, Subsidence, and Collapse	None	Less Than Significant Impact
Expansive Soils	None	Less Than Significant Impact
Septic Tanks	None	No Impact
Paleontological Resources	MM GEO-1	Less Than Significant with Mitigation Incorporated
Cumulative Impacts	MM GEO-1	Less Than Significant Impact
<b>D. GREENHOUSE GAS EMISSIONS</b>		
Indirect or Direct GHG Emissions	PDF TR-1	Less Than Significant Impact
Consistency with Plans, Policies, or Regulations	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>E. HAZARDS AND HAZARDOUS MATERIALS</b>		
Routine Transport, Use, or Disposal	None	Less Than Significant Impact
Release of Hazardous Materials	None	Less Than Significant Impact
Hazardous Emissions Near Schools	None	Less Than Significant Impact
Listed on Government Database	None	Less Than Significant Impact
Interfere with Airport Land Use Plan	None	Less Than Significant Impact
Interfere with Emergency Response or Evacuation Plan	None	Less Than Significant Impact
Wildlands	None	No Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>F. HYDROLOGY AND WATER QUALITY</b>		
Water Quality Standards	None	Less Than Significant Impact
Groundwater Supplies	None	Less Than Significant Impact
Drainage Patterns-Erosion or Siltation	None	Less Than Significant Impact
Drainage Patterns-Flooding	None	Less Than Significant Impact
Polluted Runoff	None	Less Than Significant Impact
Drainage Patterns	None	Less Than Significant Impact
Inundation	None	Less Than Significant Impact

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

<b>Environmental Issue</b>	<b>MMs and PDFs</b>	<b>Project and Flexibility Option Impacts</b>
Water Control Plan/Sustainable Groundwater Plan	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>G. LAND USE AND PLANNING</b>		
Divide a Community	None	No Impact
Consistency with Land Use Plans, Policies, and Regulations	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>H. NOISE</b>		
Excessive Noise	MM NOI-1	Less Than Significant with Mitigation Incorporated
Excessive Groundborne Vibration	None feasible	Significant and Unavoidable Impact
Private Airstrip or Airport Land Use Plan	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>I. POPULATION AND HOUSING</b>		
Population Growth	None	Less Than Significant Impact
Displace Substantial Number Existing Housing Units	None	No Impact
Displace Substantial Numbers of People	None	No Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>J. PUBLIC SERVICES</b>		
Fire Protection	PDF TR-1	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Police Protection	PDF POL-1 PDF POL-2	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Schools	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Recreation / Parks – Park Service Ratios/Performance Objectives	None	Less Than Significant Impact
Recreation / Parks – Facilities	None	Less Than Significant Impact
Recreation / Parks – Construction of Facilities	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Libraries	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>K. TRANSPORTATION</b>		
Consistency with Program, Plans, Ordinance and Policy Addressing Circulation System	None	Project: Less Than Significant Impact Flexibility Option: Less Than Significant Impact
Consistency with <i>State CEQA Guidelines</i> Section 15064.3 subdivision (b)	PDF TR-1 PDF TR-2	Project: Less Than Significant Impact Flexibility Option: Less Than Significant Impact
Geometric Design Feature	None	No Impact
Emergency Access	None	Less Than Significant Impact

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

<b>Environmental Issue</b>	<b>MMs and PDFs</b>	<b>Project and Flexibility Option Impacts</b>
Cumulative Impacts	PDF TR-1	Less Than Significant Impact
<b>L. TRIBAL CULTURAL RESOURCES</b>		
Tribal Cultural Resources	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>M. UTILITIES</b>		
Water Supply and Infrastructure	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Wastewater Infrastructure and Capacity	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
Solid Waste-Landfill Capacity	None	Less Than Significant Impact
Solid Waste-Statues and Regulations	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>N. ENERGY</b>		
Wasteful, Inefficient or Unnecessary Energy Consumption	None	Less Than Significant Impact
Conflict with State or Local Plans	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact
<b>O. WILDFIRE</b>		
Emergency Response Plans	None	Less Than Significant Impact
Pollutants or Uncontrolled Spread From Wildfire	None	Less Than Significant Impact
Installation of Associated Infrastructure	None	Less Than Significant Impact
Exposure to Flooding or Landslides	None	Less Than Significant Impact
Cumulative Impacts	None	Less Than Significant Impact

*Source: EcoTierra Consulting, 2020.*

## a) Project Design Features

The following project design features are applicable to the Project and the Flexibility Option:

### (1) Public Services-Police Protection

**PDF POL-1:** During construction, the Project would implement appropriate temporary security measures including security fencing (e.g., chain-link fencing), low-level security lighting and locked entry (e.g., padlock gates or guard restricted access) to limit access by the general public. Regular and multiple security patrols during non-construction hours (e.g., nighttime hours, weekends, and holidays) would also be provided. During construction

activities, the Contractor would document the security measures; and the documentation would be made available to the Construction Monitor.

**PDF POL-2:** The Project would provide an extensive security program to ensure the safety of residents, employees, and other visitors to the Project Site. The Project would incorporate strategies in design and planning, as well as active security features. On-site security measures during Project operation would include:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
  - Monitoring entrances and exits;
  - Patrol the perimeter of the property;
  - Control and monitor activities in the public spaces and private outdoor areas;
  - Managing and monitoring fire/life/safety systems; and
  - Controlling and monitoring activities in the parking facilities.
- Install security industry standard security lighting at recommended locations including parking areas, pathways, and facing the adjacent alleyway;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, lobby areas, outdoor open spaces, and parking areas;
- Provide adequate lighting of parking areas, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries and open spaces to provide pedestrian orientation and to clearly identify a secure route between the parking areas and access points; and
- Contact information for on-site security staff would be prominently displayed throughout the Project Site.

## (2) Transportation

**PDF TR-1:** Prior to the issuance of a building permit for the Project, a detailed Construction Staging and Traffic Management Plan (CSTMP) would be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. The plan would show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. The CSTMP would formalize how construction would be carried out and identify specific

actions that will be required to reduce effects on the surrounding community. The CSTMP will be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site. Construction management meetings with City Staff and other surrounding construction related project representatives (i.e., construction contractors) whose projects will potentially be under construction at around the same time as the Project shall be conducted bimonthly, or as otherwise determined appropriate by City Staff. This coordination will ensure construction activities of the concurrent related projects and associated hauling activities are managed in collaboration with one another and the Project. The CSTMP would include, but not be limited to, the following elements as appropriate:

- Emergency access shall be maintained to the Project Site during construction through marked emergency access points approved by the LAFD.
- Construction worker parking on nearby residential streets shall be prohibited.
- Worker parking shall be provided on-site or in designated off-site public parking areas.
- Temporary traffic control during all construction activities adjacent to public rights-of-way shall be provided to improve traffic flow on public roadways (e.g., flag men).
- Construction-related deliveries, haul trips, etc., shall be scheduled so as to occur outside the commuter peak hours to the extent feasible, to reduce the effect on traffic flow on surrounding streets.
- Construction-related vehicles shall be prohibited from parking on surrounding public streets.
- Safety precautions for pedestrians and bicyclists shall be obtained through such measures as alternate routing and protection barriers as appropriate, especially as it pertains to maintaining safe routes to schools, particularly Metropolitan High School.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk would be reopened as soon as reasonably feasible taking construction and construction staging into account.

- In the event of a lane or sidewalk closure, traffic and/or pedestrians shall be routed around any such lane or sidewalk closures.
- The locations of the off-site truck staging shall be identified to include, staging in a legal area, and which would detail measures to ensure that trucks use the specified haul route, and do not travel through residential neighborhoods.
- There shall be coordination with nearby projects that have potential overlapping construction timeframes, to schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

(a) *Project and Flexibility Option*

**PDF TR-2 Transportation Demand Management Program.** A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program shall include, but not be limited to, the following strategies:

Reduced Parking Supply. This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by direct application of the Los Angeles Municipal Code (LAMC) without consideration of parking reduction mechanisms permitted in the code.

Include Bike Parking per Los Angeles Municipal Code. This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations.

## b) Mitigation Measures

The following mitigation measures are applicable to the Project and the Flexibility Option:

### (1) Cultural Resources

**MM CUL-1** Prior to the issuance of a demolition permit, the Applicant or its Successor shall retain a Qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction activities on the Project Site such as demolition, clearing/grubbing, grading,

trenching, or any other construction excavation activity associated with the Project. The activities to be monitored shall also include off-site improvements in the vicinity of the Project Site, such as utility, sidewalk, or road improvements. The monitor shall have the authority to direct the pace of construction equipment in areas of high sensitivity. The frequency of monitoring shall be based on the rate of excavation and grading activities, the materials being excavated (younger sediments vs. older sediments), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring may be reduced to part-time inspections, or ceased entirely, if determined adequate by the qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the Qualified Archaeologist, will focus on how to identify archaeological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event.

**MM CUL-2** In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A 50-foot buffer shall be established by the qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by the qualified Archaeologist. If a resource is determined by the qualified Archaeologist to constitute a “historical resource” pursuant to *State CEQA Guidelines* Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the qualified Archaeologist shall coordinate with the Applicant and the Department of City Planning to develop a formal treatment plan that shall serve to reduce impacts to the resources. If any prehistoric archaeological sites are encountered within the project area, consultation with interested Native American parties will be conducted to apprise them of any such findings and solicit any comments they may have regarding appropriate treatment and disposition of the resources. The treatment plan established for the resources shall be in accordance with *State CEQA Guidelines* Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If in coordination with the Department of City Planning, it is

determined that preservation in place is not feasible, appropriate treatment of the resource shall be developed by the qualified Archaeologist in coordination with the Department of City Planning and may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

**MM CUL-3** Prior to the release of the grading bond, the qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register and CEQA. The report and the Site Forms shall be submitted by the Project Applicant or its Successor to the Department of City Planning, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the development and required mitigation measures.

**MM CUL-4** In the event that *Zanja* Conduit System-related infrastructure is unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate exclusion area that accounts for the linear nature of the resource shall be established by a Qualified Archaeologist, meeting the Secretary of the Interior Standards in Archaeology. Construction activities shall not be allowed to continue within the exclusion area until directed by the Qualified Archaeologist in consultation with the Department of City Planning, but work shall be allowed to continue outside of the exclusion area. The Qualified Archaeologist shall coordinate with the Applicant or its Successor, the Department of City Planning, and the City's Office of Historic Resources to develop a formal treatment plan for the resource that would serve to mitigate impacts to the resource(s). The treatment measures listed in California Code of Regulations Section 15126.4(b) shall be considered when determining appropriate treatment for the *Zanja* resource. As noted in California Code of Regulations Section 15126.4(b)(A), preservation in place (i.e., avoidance) is the preferred manner of mitigating impacts to archaeological sites. If in coordination with the Department of City Planning, it is

determined that preservation in place is not feasible, other treatment measures for the resource shall be developed by the Qualified Archaeologist in coordination with the Office of Historic Resources and with final approval by the Department of City Planning. Treatment would be designed to address the resource's eligibility under Criterion 1 (significant events) and 4 (scientific data) as well as eligibility as a unique archaeological resource of the likely form of the *zanja*, to the best of our current knowledge (e.g., is it assumed to be made of wood/concrete/earthen etc., based on known archival research) and may include implementation of data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. At minimum, a commemoration program that includes the development of an interpretive exhibit/display/signage or plaque at the Project Site. In addition, other public educational and/or interpretive treatment measures will be developed as determined appropriate by the Qualified Archaeologist in consultation with the City's Office of Historic Resources. Any associated artifacts collected that are not made part of the interpretation/education collected may be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the material, it shall be offered for donation to a local school or historical society in the area for educational purposes. The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms (Site Forms) for the *Zanja* resource. The report shall outline the treatment measures implemented, include a description of the resources unearthed, results of any artifact processing, analysis, and research. The report and the Site Forms shall be submitted by the Qualified Archaeologist to the City and the South Central Coastal Information Center.

## (2) Geology and Soils

**MM GEO-1** A Qualified Paleontologist meeting the Society of Vertebrate Paleontology (SVP) Standards shall be retained by the Applicant or its Successor prior to the approval of demolition or grading permits. The Qualified Paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources, shall attend the Project kick-off meeting and Project progress meetings on a regular basis, and shall report to the Project Site in the event potential paleontological resources are encountered.

The Qualified Paleontologist shall conduct construction worker paleontological resources sensitivity training prior to the start of ground

disturbing activities (including vegetation removal, pavement removal, etc.). In the event construction crews are phased, additional trainings shall be conducted for new construction personnel. The training session shall focus on the recognition of the types of paleontological resources that could be encountered within the Project Site and the procedures to be followed if they are found. Documentation shall be retained by the Qualified Paleontologist demonstrating that the appropriate construction personnel attended the training.

Paleontological resources monitoring shall be performed by a qualified paleontological monitor (meeting SVP standards) under the direction of the Qualified Paleontologist. Paleontological resources monitoring shall be conducted for all ground disturbing activities in previously undisturbed sediments that exceed 15 feet in depth in previously undisturbed older Alluvial sediments which have high sensitivity for encountering paleontological resources. However, depending on the conditions encountered, full-time monitoring within these sediments can be reduced to part-time inspections or ceased entirely if determined adequate by the Qualified Paleontologist. The surficial Alluvium has low paleontological sensitivity and so work in the upper 15 feet of the Project Site does not require monitoring. The Qualified Paleontologist shall spot check the excavation on an intermittent basis and recommend whether the depth of required monitoring should be revised based on his/her observations. Monitors shall have the authority to temporarily halt or divert work away from exposed fossils or potential fossils. Monitors shall prepare daily logs detailing the types of activities and soils observed, and any discoveries.

If construction or other Project personnel discover any potential fossils during construction, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery, conferred with the City, and made recommendations as to the appropriate treatment. Any significant fossils collected during Project-related excavations shall be prepared to the point of identification and curated into an accredited repository with retrievable storage, such as the LACM. The Qualified Paleontologist shall prepare a final monitoring and mitigation report for submittal to the City in order to document the results of the monitoring effort and any discoveries. If there are significant discoveries, fossil locality information and final disposition will be included with the final report which will be submitted to the appropriate repository and the City.

### (3) Noise

**MM NOI-1** During all Project Site demolition and excavation/grading, construction contractors shall install a temporary, continuous sound barrier along the western (Mateo Street) boundary of the Project Site. The barrier shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 10 dBA, such as ½ inch plywood.<sup>2</sup> The supporting structure shall be engineered and erected according to applicable codes.

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<sup>2</sup> *Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.*

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