EXECUTIVE SUMMARY

This chapter of the Draft Environmental Impact Report (Draft EIR) is prepared pursuant to the California Environmental Quality Act (CEQA) for the proposed Harbor-UCLA Medical Center Campus Master Plan Project (Project or proposed Project). In accordance with State CEQA Guidelines Section 15123, this chapter provides a brief description of the Project; identifies significant environmental impacts and proposed mitigation measures or alternatives that would reduce or avoid those impacts; describes areas of controversy known to the lead agency; and presents issues to be resolved.

A. PROJECT LOCATION

The Project is located on a County-owned 72-acre property at 1000 West Carson Street in Torrance, California called the Medical Center Campus. The Project Site is located in the unincorporated County of Los Angeles community of West Carson, which roughly encompasses the 2.3-square-mile area between the Harbor Freeway (I-110) on the east and Normandie Avenue on the west, and Del Amo Boulevard on the north and Lomita Boulevard on the south. The Medical Center Campus is bordered by Carson Street on the north, 220th Street on the south, Vermont Avenue on the east, and Normandie Avenue on the west. The Harbor Freeway (I-110) is located one block (approximately 800 feet) east of the Medical Center Campus and the San Diego Freeway (I-405) is located approximately two miles to the north and northeast. The Harbor Freeway is accessed via Carson Street and the San Diego Freeway is accessed via Carson Street to the east and Vermont and Normandie Avenues to the north. Harbor-UCLA Medical Center was founded in 1943 as the U.S. Army's Port of Embarkation Station Hospital, a receiving point and hospital for servicemen returning from the Pacific during World War II (WWII). Harbor General Hospital began its affiliation with the University of California Los Angeles (UCLA) School of Medicine in 1948 and became the southern campus of the UCLA School of Medicine in 1951. Construction of the existing eight-story, 450,000-square-foot hospital called the Existing Hospital Tower was completed in 1962 in the eastern portion of the Medical Center Campus and replaced a number of the original Army facility's wooden barracks and cottages. In 1978, the name of the hospital was changed to Los Angeles County Harbor-UCLA Medical Center to highlight its working relationship with the David Geffen School of Medicine at UCLA.

B. PROPOSED PROJECT

Proposed Project components include the following: 1) a New Hospital Tower; 2) new and renovated outpatient care facilities to be provided in new outpatient buildings and in portions of the renovated Existing Hospital Tower; 3) other services and facilities, including administrative offices, warehouse/storage areas, day care, limited commercial services (e.g., coffee stand, sundry shop, etc.); 4) long-term buildout of the LA BioMed Campus; 5) a new Bioscience Tech Park; and 6) Medical Center Campus support facilities, including new and renovated infrastructure, utilities, parking, roadways, and pedestrian and bicycle circulation improvements. The Project would add an additional 1,178,071 square feet to the existing 1,279,284 square feet of existing developed floor area, for a total at buildout of up to 2,457,355 square feet of developed floor area on the Harbor-UCLA Campus. The average campus-wide floor-area ratio (FAR) would increase from 0.40:1 to 0.78:1. The number of licensed in-patient hospital beds would decrease slightly from 453 to 446. New building heights across much of the Project Site would generally be four stories, with the tallest existing on-site building (the existing eight-story Hospital Tower) to be retained and a second building (New Hospital Tower) up to eight stories to be developed. Campus-wide parking would increase from 3,186 spaces

(including 281 spaces in an off-site parking lot) to up to 4,240 spaces (including the spaces in the Bioscience Tech Park and in the off-site parking lot), due largely to the replacement of several on-site surface parking lots with three- to five-floor parking structures. The number of Campus-wide employees would increase from approximately 5,464 to 7,494.

The Project proposes to locate related uses in proximity to one another, connected by a network of walkways and landscaped areas. The most publicly accessible zones, including commercial and community-oriented services, would be located along the northern edge of the Medical Center Campus fronting on Carson Street, with staff and support services located in the southern half of the Medical Center Campus. The New Hospital Tower would be centrally located within the Project site and is intended to be the most visible building on the Medical Center Campus, and therefore its primary focal point, signaling its location to visitors and identifying the Harbor-UCLA Medical Center Campus to the community. The LA BioMed Campus would continue to occupy the southern-central part of the Medical Center Campus, fronting on 220th Street. The Children's Institute, Inc.'s (CII) Burton E. Green Campus would remain in the northwestern corner of the Medical Center Campus at the intersection of Carson Street and Normandie Avenue, but the balance of the western end of the Medical Center Campus is the proposed site for a new Bioscience Tech Park.

Master Plan Project implementation would create clear distinctions between Harbor-UCLA Medical Center Campus access and on-site circulation and parking facilities for the general public and staff. Staff entries and parking would be located in the southeastern corner of the Medical Center Campus, while access for the public would be provided on Carson Street along the northern perimeter. Vehicular access would be improved by the addition of a new signalized public entrance on Carson Street and one additional unsignalized staff entrance on Vermont Avenue. Sidewalk connections to the public transit system would continue to be provided, and on-site sidewalks would be added along the primary routes on the Medical Center Campus between the main parking areas and the New Hospital Tower and Outpatient buildings. Circular pick-up/drop-off loading zones would be provided at the main entrances to each of the New Hospital Tower and Outpatient buildings. The Master Plan Project would provide sufficient parking to meet or exceed the County's minimum code parking requirement. Buildout of the Project is anticipated to occur in eight main phases, culminating in 2030.

Discretionary and administrative land use approvals required for the Project are anticipated to include, but may not be limited to, the following:

- Certification of the Final EIR
- Approval of demolition, excavation, and building permits for component buildings and other structures
- California Office of Statewide Health Planning and Development (OSHPD) Approval
- Caltrans Division of Aeronautics Helistop Permit Approval

C. PUBLIC REVIEW PROCESS

As further described in Chapter 1.0, Introduction, the County circulated a Notice of Preparation (NOP) and Initial Study to State, regional, and local agencies, and members of the public for a 30-day scoping and early consultation period, commencing November 3, 2014 and ending December 2, 2014 to receive input on the issues to be addressed in an Draft EIR. Following the subsequently proposed inclusion of a Bioscience Tech Park within the Master Plan Project, a revised NOP and Initial Study were circulated for a second 30-day

scoping period commencing June 29, 2015 and ending July 29, 2015. Both NOPs were based on Initial Study determinations that the Project had the potential to result in significant impacts to the environment.

In addition, both NOPs included notification that public scoping meetings would be held in an open house format to further inform public agencies and other interested parties of the Project and to solicit input regarding the Draft EIR. The meetings were held November 12, 2014 between 5:30 P.M. and 7:30 P.M. and on July 15, 2015, from 5:30 p.m. to 7:30 p.m. at Parlow Library on the Harbor UCLA Campus. In addition, early input was sought from County departments prior to public circulation of the NOPs. Both NOPs and Initial Studies, scoping materials from both meetings, and letters and comments received by the County during the two NOP comment periods are provided in Appendix A of this Draft EIR. This Draft EIR will be released for a minimum 45-day public comment period, which will include a community meeting on the Draft EIR.

The Draft EIR is subject to a minimum 45-day public review period in which the document is made available to responsible and trustee agencies, interested parties and members of the public. In compliance with the provision of Sections 15085(a) and 15087(a)(1) of the State CEQA Guidelines, the County, serving as the Lead Agency: (1) published a Notice of Completion and Availability (NOCA) of a Draft EIR in two (2) newspapers of general circulation, including the Daily Breeze (English language) and La Opinión (Spanish language), which indicated that the Draft EIR was available for review at the Harbor-UCLA Medical Center, (2) provided copies of the NOCA and Draft EIR to seven (7) local libraries, including the Carson Library, Harbor Gateway City Library, Southeast Branch Library, Lomita Library, Dr. Martin Luther King, Jr. Library, the Katy Geissert Civic Center Library, and the Wilmington Library, (3) posted the NOCA and the Draft EIR on the County website (http://dpw.lacounty.gov/landing/publicBuildings.cfm), (4) prepared and transmitted a NOCA to the State Clearinghouse; (5) mailed a NOCA to all property owners within 500 feet of the Project Site; and (6) sent a NOCA to the last-known name and address of all organizations and individuals who previously requested such notice in writing or attended one or both of the public scoping meetings about the Project. Proof of mailing is available at the County. The public review period commenced on August 17, 2016, and will end on October 3, 2016, for a total of 48 days.

Following the public comment period, a Final EIR will be prepared that includes responses to the comments on the Draft EIR.

D. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The following summarizes the areas of environmental concern known to the County including those raised during the NOP circulation period. The public and agency scoping period comments are included in Appendix A-4. The County decision makers will need to resolve choices between the project and alternatives and whether or how significant effects might be mitigated:

- Construction hours and associated noise in the Project vicinity, in addition to existing operational ambulance and helicopter noise
- Construction and operational traffic impact potential at area intersections
- Potential for impacts on City of Carson police and fire services, traffic, and infrastructure

- Air quality impacts resulting from Project-related vehicle trips and need to encourage use of public transit
- Potential to connect Blue Line and proposed South Bay Metro Green Line extension through the City of Carson
- Potential transit impacts
- Potential impacts on Caltrans facilities

E. SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Significant unavoidable impacts even with mitigation measures could occur as a result of Project impacts. Based on the analysis contained in Chapter 4.0, Environmental Impact Analysis, the Project would result in significant and unavoidable impacts. The proposed findings for the project will include a Statement of Overriding Considerations for the Board of Supervisors to consider to address these impacts, which are as follows:

- Construction noise impacts
- Operational noise impacts for temporary interim helistops
- Construction traffic impacts for both Project-level and cumulative conditions
- Operational traffic impacts at twelve (12) intersections and three (3) Caltrans facilities

F. PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that an EIR Project Description contain a statement of objectives for the proposed project and recommends that the statement of objectives include the underlying purpose of the project.

The overall goal of the Master Plan Project is to redevelop the County-owned Harbor-UCLA Medical Center Campus to support a modern, integrated healthcare delivery system. It will provide a New Hospital Tower to replace the acute care functions in the Existing Hospital Tower before the state law deadline to meet seismic standards for critical trauma/tertiary acute care services so that the South Bay service region and the County seamlessly retain this key link in the County-wide trauma hospital safety net which features biomedical research and development facilities and integrates inpatient and outpatient services in a renovated and expanded setting.

The goal is supported by the following Master Plan Project objectives:

1. Secure timely compliance with the Alquist Hospital Facilities Seismic Safety Act (also known as Senate Bill [SB] 1953) to maintain critical trauma services in the South Bay service region of the County of Los Angeles, which requires replacement of the current tertiary acute care Existing Hospital Tower and other essential supporting facilities with upgrades/replacement before January 1, 2030.

2. Support the renovation of existing healthcare facilities to implement the County's strategy to respond to the Affordable Care Act of 2010 and modernize and integrate healthcare delivery and update facilities to modern standards by constructing new buildings and repurposing/remodeling existing buildings on the campus to improve operational efficiencies, resolve existing deferred maintenance issues, and consolidate inpatient and outpatient services in dedicated buildings, to optimize the quality of care and operational effectiveness while reducing administrative, operational and maintenance costs.

3. Provide for a fundamental reorganization, expansion, and integration of outpatient services with the specific goals of being a) more community-based and patient-centered, b) more efficient, and c) configured to include clear wayfinding and pedestrian walkways;

4. Plan renovation and appropriate new medical campus construction for a mix of inpatient, outpatient, and supporting facilities to respond to healthcare needs in the South Bay service region, based on the Harbor-UCLA Medical Center Master Plan Project's current services and market projections for the planning horizon.

5. Provide opportunities for development up to 250,000 square feet of new Bioscience Tech Park uses and support facilities, as well as up to 225,000 square feet of expanded LA BioMed facilities.

6. Encourage a vibrant, mixed-use setting that supports the continuing Harbor-UCLA mission of clinical care, education, and research as well as the provision of modernized facilities for existing and future tenants of the Medical Center Campus.

7. Achieve optimum public utilization of land and buildings under the ownership and control of the County and maintain flexibility to respond to future shifts in medical care and technology.

8. Develop the campus in ways that do not compromise environmental quality, social equity, or economic opportunity for future generations by: a) creating durable, adaptable green infrastructure and buildings, promoting resource-efficient transportation solutions, and seeking climate-positive outcomes, b) establishing goals to reduce net greenhouse gas emissions, including: energy, buildings and land use, transportation, water and waste, and c) accommodating changing sustainable design practices, from current standards to a future vision for a "Regenerative Campus."

G. ALTERNATIVES TO REDUCE SIGNIFICANT IMPACTS

The State CEQA Guidelines, Section 15126.6(a) require an EIR to "describe the range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The State CEQA Guidelines emphasize that the selection of project alternatives be based primarily on the ability to reduce significant impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] The State CEQA Guidelines further direct that the range of alternatives

[1] *State CEQA Guidelines, Section 15126.6(b).*

be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed.[2]

As described in Chapter 5.0, Alternatives, of this Draft EIR, seven alternatives to the Proposed Project were analyzed. Four alternatives to the Project were analyzed in detail: the No Project/No Build Alternative, Reduced Density Alternative A: Acute Bed and Other Plan Reductions, Reduced Intensity Alternative B: Further Acute Bed and Other Plan Reductions, and Reduced Intensity Alternative C: New Acute Bed Hospital Tower Only. The other three alternatives that were considered but rejected after initial analysis included Alternative Off-Site Locations, Alternative On-Site Uses, and a No Bioscience Tech Park Alternative. These considered but rejected alternatives failed to meet basic project objectives, were infeasible and/or did not avoid significant project impacts. Based on an analysis of these alternatives, the No Project/No Build Alternative was identified as the environmentally superior alternative. In accordance with the State CEQA Guidelines requirement to identify an environmentally superior alternative other than the No Project/No Build Alternative, a comparative evaluation of the remaining alternatives indicates that the Reduced Intensity Alternative C would be the environmentally superior alternative.

H. SUMMARY OF ENVIRONMENTAL IMPACTS

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

[2] *Ibid., Section 15126.6(f).*

Table ES-1

Summary of Project Impacts, Project Design Features and Mitigation Measures

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
4.A Aesthetics			
Impact Statement AES-1: The Master Plan Project would generate adverse visual character impacts resulting from construction and landscaping activities, as well as off-site infrastructure improvements. Construction would occur in specified phases that would be temporary in nature and not encompass the site at any one time, construction is not considered to substantially degrade the existing visual character of the site and surrounding area. During operation, the visual character of the Medical Center Campus would be enhanced by high quality architecture and landscaping, including landscaping improvements along the public sidewalks. The Project would also be consistent with aesthetic policies of the Los Angeles County General Plan. Because of improvements in the public realm and consistency with the General Plan, operation is not considered to substantially degrade the existing visual character of the site and surrounding area. Therefore, impacts related to visual character would be less than significant.	Not Applicable	Not Applicable	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement AES-2: The Master Plan Project would not substantially obstruct focal or panoramic views across the Medical Center Campus or substantially alter an existing recognized scenic vista or valued publicly available view as a result of view obstruction. The Project's tallest building would be visible from 220th Street. However, the deep setback of more than 200 feet from the nearest building corner to the street, the northwest orientation of the building, and new perimeter streetscape along 220th Street would reduce the visual effect to a less than significant level. Impacts related to views and view resources would be less than significant.	Not Applicable	Not Applicable	Less than Significant
Impact Statement AES-3: New light sources associated primarily with any new entrance/wayfinding signs, light spill from taller buildings, landscape lighting, and security lighting. All light sources would be low-level and directed downward to maintain ambient and point source lighting consistent with the on-site hospital use. As such, the Master Plan Project would not substantially alter the character of off-site areas surrounding the Medical Center Campus or result in substantial	Not Applicable	Not Applicable	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
light spill and/or glare onto adjacent light-sensitive residential uses. The Harbor-UCLA Master Plan Design Guidelines would require that buildings be compatible with the style, materials, and massing of other Project buildings, the function of which are to serve as a medical campus. It is not anticipated that expanses of reflective glass and metals would be implemented in building design. As such, the Project would not cause adverse glare impacts. Therefore, potential impacts associated with nighttime illumination and/or glare from reflected sunlight would be less than significant.			
4.B Air Quality			
Impact Statement AQ-1: Construction and operation of the Project would not conflict with the growth projections in the SCAQMD AQMP and would comply with applicable control measures. As a result, the Project would not conflict with or obstruct implementation of the Plan and impacts would be less than significant.	Not Applicable	Not Applicable	Less than Significant
Impact Statement AQ-2: Construction of the Project would not exceed the applicable SCAQMD daily numeric indicators for VOC,	**PDF AQ-1:** The Project would be designed and operate to meet or exceed the applicable green building, energy, water, and waste requirements of the State of California Green	Not Applicable	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$. The incremental change in interim operational emissions, when combined with on-going construction emissions, would not exceed the thresholds of significance. The incremental change in operational at full build-out of the Project would not exceed the SCAQMD daily regional numeric indicators. As a result, construction and operations of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and operational impacts would be less than significant.	Building Standards Code and the Los Angeles County Green Building Ordinance and meet the standards of the USGBC LEED Silver Certification level or its equivalent. Green building measures would include, but are not limited to the following: ▪ The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. ▪ The Project would be designed to optimize energy performance and reduce building energy cost by 5 percent or more for new construction and 3 percent or more for major renovations compared to ASHRAE 90.1-2010, Appendix G and the Title 24 (2013) Building Standards Code. ▪ The Project would reduce indoor and outdoor water use by a minimum of 20 percent compared to baseline standards by installing water fixtures that exceed applicable standards. The reduction in potable water would be achieved through the installation of high-efficiency water faucets, high-efficiency toilets, flushless urinals, water-efficient irrigation systems, planting native or drought-tolerant plant species, using recycled water for landscaping, or other similar means. ▪ The Project would include lighting controls with occupancy sensors to take advantage of available natural light. ▪ The Project shall install cool roofs for heat island reduction and strive to meet the		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	CALGreen Tier 1 Solar Reflectance Index (SRI) or equivalent. ▪ Project buildings shall be constructed with solar-ready rooftops that provide for the installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems. The building design documents shall show an allocated Solar Zone and the pathway for interconnecting the PV or SWH system with the building electrical or plumbing system. The Solar Zone is a section of the roof that has been specifically designated and reserved for the installation of a solar PV system, SWH system, and/or other solar generating system. The Solar Zone must be kept free from roof penetrations and have minimal shading. ▪ The Project would be design and operated with mechanically ventilated areas that would utilize air filtration media for outside and return air prior to occupancy that provides at least a Minimum Efficiency Reporting Value (MERV) of 15 as required for hospital inpatient care. ▪ To encourage carpooling and the use of electric vehicles by project employees and visitors, the Applicant shall designate a minimum of eight (8) percent on on-site parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for, electric vehicle charging stations for a minimum of five (5) percent of on-site parking spaces.		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	The Project shall appropriate incorporate bicycle infrastructure including bicycle parking and "end-of-trip" facilities in compliance with the applicable portions of the County's Healthy Design Ordinance (HDO) (Los Angeles County Code, Title 22, Section 22.52.1225). **PDF AQ-2:** The Project shall implement the following measures during construction activities: ▪ The Project shall require construction contractor(s) to utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA Tier 4 off-road emissions standard for equipment rated at 50 hp or greater during Project construction. ▪ To the extent possible, pole power will be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. ▪ The Project shall encourage construction contractors to apply for SCAQMD "SOON" funds, which provides funds to accelerate the clean-up of off-road diesel vehicles,		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/ SOONProgram.htm. ▪ In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location. ▪ The Applicant shall prohibit heavy-duty construction equipment and truck queuing and staging in front of on-site building entrances and exits. ▪ The Project shall comply with the applicable provisions of SCAQMD Rule 403 to minimize generation of fugitive dust. Active demolition or grading construction areas and unpaved roads shall be controlled by temporary covers or wetted sufficiently to reduce dust. ▪ Enhanced watering shall be required for soil moving activities within 100 feet of the existing patient tower, such as ensuring that water is applied not more than 15 minutes prior to soil excavation. ▪ On-site vehicles shall be limited to 15 miles per hour on unpaved roadways. ▪ Haul trucks carrying dirt, soil, sand, or other loose material shall be covered and maintain a freeboard height of 12 inches. ▪ Prior to leaving areas of active		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	construction, haul trucks would be inspected and put through procedures as necessary to remove loose debris from tire wells and on the truck exterior to prevent track out. ▪ Construction areas shall install temporary fencing, if necessary, to prevent debris and material movement on the site and into patient care buildings or to off-site areas. ▪ The Applicant shall ensure building air filtration media and heating, ventilation, and air conditioning (HVAC) systems are serviced, maintained, and replaced per manufacturers specifications and are not compromised from the accumulation of particulate matter and fugitive dust. ▪ All coatings used on-site shall comply with SCAQMD Rule 1113, as applicable. The project will strive to utilize material which is pre-primed or pre-painted. Additionally, the project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement AQ-3: Construction of the Project would not exceed the SCAQMD daily regional numeric indicators. The incremental change in interim operational emissions, when combined with on-going construction emissions, would not exceed the thresholds of significance. The incremental change in operational emissions at full build-out of the Project would not exceed the SCAQMD daily regional numeric indicators. Thus, construction and operations of the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment and impacts would be less than significant.	See **PDF-AQ-1, Green Building Measures** and **PDF-AQ-2, Construction Measures**	Not Applicable	Less than Significant
Impact Statement AQ-4: Construction of the Project would not exceed SCAQMD localized significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$ at nearby sensitive receptors. Interim operation of the Project, when combined with on-going construction emissions, would not exceed the localized significance thresholds for NO_X, CO, PM_{10}, or $PM_{2.5}$. Operation of the Project at full build-out would not exceed SCAQMD localized significance	See **PDF-AQ-1, Green Building Measures** and **PDF-AQ-2, Construction Measures**	Not Applicable	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
thresholds at nearby sensitive receptors for NO_X, CO, PM_{10}, or $PM_{2.5}$. Construction and operation of the Project would not result in substantial emissions of TACs at nearby sensitive receptors. Construction activities would not result in health risks that exceed SCAQMD numeric indicators of an allowable incremental increase in cancer risk of 10 in one million and non-cancer health index of 1.0. Construction and operation of the Project would not result in traffic congestion that would cause or contribute to formation of localized CO hotspots that exceed the CAAQS or NAAQS. As a result, construction and operation of the Project would not expose sensitive receptors to substantial pollutant concentrations, and localized emissions during construction and interim operations would result in a less than significant impact.			
Impact Statement AQ-5: Construction and operation of the Project would not create or introduce objectionable odors affecting a substantial number of people. Therefore, odor impacts would be less than significant.	Not Applicable	Not Applicable	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
4.C Energy			
Impact Statement EN-1: Impacts regarding the wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, maintenance and/or removal or preemption of future energy conservation would be less than significant. The Project would incorporate energy efficiency measures and comply with applicable measure to reduce energy consumption and would allow for future energy conservation.	See **PDF-AQ-1, Green Building Measures**	Not Applicable	Less than Significant
4.D Geology and Soils			
Impact Statement GEO-1: The Harbor-UCLA Campus is subject to seismic shaking due to its location in the seismically active southern California region. Based on subsurface geologic conditions and the depth to groundwater, the potential for substantial adverse effects due to fault rupture and ground failure are relatively low, but impacts are potentially significant.	Not Applicable	**MM-GEO-1:** All recommendations included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C of this Draft EIR) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		include the following measures to mitigate potential fault rupture, seismic ground shaking, and liquefaction hazards identified under Impact GEO-1: ▪ *Seismicity:* Structural elements of future improvements shall be designed to resist or accommodate appropriate site-specific ground motions and conform to the current seismic design standards. ▪ *Liquefaction:* An assessment of the liquefaction potential and seismically induced dynamic settlement shall be made prior to detailed design and construction of the proposed Project. Structural design and mitigation techniques, such as in-situ ground modification or supporting foundations with piles at depths designed specifically for liquefaction, shall be included. To evaluate the potential liquefaction hazard for the	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		Project, a subsurface evaluation could be performed. Site-specific geotechnical evaluations that assess the liquefaction and dynamic settlement characteristics of the on-site soils shall include the drilling of exploratory borings, evaluation of groundwater depths, and laboratory testing of soils. Methods for construction in areas with a potential for liquefaction hazard may include in-situ ground modification, removal of liquefiable layers and replacement with compacted fill, or support of Project improvements on piles at depths designed specifically for liquefaction. Pile foundations can be designed for a liquefaction hazard by supporting the piles in dense soil or bedrock located below the liquefiable zone or other appropriate methods as evaluated during the site-specific evaluation. Additional recommendations	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		for mitigation of liquefaction may include densification by installation of stone columns, vibration, deep dynamic compaction, and/or compaction grouting.	
Impact Statement GEO-2: Compliance with the County's National Pollutant Discharge Elimination System through implementation of a Storm Water Pollution Prevention Program for erosion control would be required during Project construction and with County's Low Impact Development (LID) ordinance requirements during operations. Impacts related to soil erosion and loss of soil would be less than significant.	Not Applicable	Not Applicable	Less than Significant
Impact Statement GEO-3: Buildout of the Harbor-UCLA Campus could result in potentially significant impacts related to differential soil settlement and liquefaction beneath proposed buildings, due to the presence of alluvium and possible undocumented fill, and relatively shallow depths to groundwater beneath the Campus. Subsidence hazards would be less than significant.	Not Applicable	**MM-GEO-2:** All recommendations included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C of this Draft EIR) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for	Less than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		design and construction. The geotechnical evaluation shall include the following measures to mitigate unstable soil hazards identified under Impacts GEO-3: ▪ *Compressible/Collapsible Soils and Settlement:* An assessment of the potential for soils that are prone to settlement shall be made prior to detailed design and construction of Project improvements, and mitigation techniques shall be developed, as appropriate, to reduce impacts related to settlement to low levels. During the detailed design phase of the Project components, surface reconnaissance and site-specific geotechnical evaluations shall be performed to assess the settlement potential of the on-site natural soils and undocumented fill. This may include detailed surface reconnaissance to evaluate site conditions, drilling of	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		exploratory borings or test pits, and laboratory testing of soils, where appropriate, to evaluate site conditions. Prescribed mitigation measures for soils with the potential for settlement include removal of compressible/collapsible soil layers and replacement with compacted fill; surcharging to induce settlement prior to construction of new fills; and specialized foundation design, including the use of deep foundation systems to support structures. Varieties of in-situ soil improvement techniques are also available, such as dynamic compaction (heavy tamping) or compaction grouting. ▪ *Shallow Groundwater:* A subsurface exploration shall be performed during the detailed design phase of future improvements to evaluate the presence of groundwater, seepage, and/or perched groundwater at the site and the potential impacts on design and	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		construction of Project improvements. Assessment of the potential for shallow groundwater would be evaluated during the design phase of the Project and mitigation techniques would be developed, as appropriate, to reduce the impacts related to shallow groundwater to low levels. Therefore, potential impacts due to groundwater would be reduced with incorporation of techniques such as construction dewatering.	
Impact Statement GEO-4: Buildout of the Harbor-UCLA Campus could result in potentially significant impacts related to expansive and corrosive soils beneath proposed buildings, based on the underlying soil type(s).	Not Applicable	**MM-GEO-3:** All recommendations included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall include the following measures	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		to mitigate expansive soils hazards identified under Impacts GEO-4. ▪ *Expansive Soils:* An assessment of the potential for expansive soils will be conducted during the detailed design and construction phases of the Project. Mitigation techniques such as over excavation and replacement with non-expansive soil, soil treatment, moisture management, and/or specific structural design for expansive soil conditions would reduce the impact from expansive soils to low levels. ▪ *Corrosive Soils:* An assessment of the potential for corrosive soils will be conducted during the detailed design phase of the Project through a subsurface evaluation including soil testing and analysis of soils at foundation design depths. Laboratory tests would include corrosivity tests to evaluate the corrosivity of the	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		subsurface soils. Data will be reviewed by a corrosion engineer and mitigation techniques suitable for the proposed Project will be implemented as appropriate. Mitigation of corrosive soil conditions could include the use of concrete resistant to sulfate exposure. Corrosion protection for metals used in underground foundations or structures in areas where corrosive groundwater or soil could potentially cause deterioration could include epoxy and metallic protective coatings, the use of alternative (corrosion resistant) materials, and selection of the appropriate type of cement and water/cement ratio. Specific measures to reduce the potential effects would be developed in the design phase and would reduce impacts related to corrosive soils to low levels.	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
4.E Greenhouse Gas Emissions			
Impact Statement GHG-1: Impacts from short- and long-term increases in GHG emissions would be less than significant. The Master Plan Project would generate GHG emissions due to construction and operational activities; however, the net increase in annual GHG emissions, directly and indirectly, would be consistent with the Los Angeles County *Community Climate Action Plan.*	See **PDF-AQ-1, Green Building Measures**	Not Applicable	Less than Significant
Impact Statement GHG-2: Construction and operation of the Master Plan Project would not conflict with applicable GHG emissions reductions plans, policies, or regulations. As a result, construction and operation of the Project would not have a significance impact with respect to consistency with GHG reduction plans, and impacts would be less than significant.	See **PDF-AQ-1, Green Building Measures**	Not Applicable	Less than Significant
4.F Hazards and Hazardous Materials			
Impact Statement HAZ-1: Project construction involves the demolition of existing buildings, grading, and excavation, which could result in the potential release into the environment of hazardous materials during	Not Applicable	**MM-HAZ-1:** The abatement of ACMs, LBP, and PCBs in existing on-site buildings shall be conducted in accordance with the recommendations of the Hazardous Building Materials	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
removal and/or remediation of existing on-site USTs, ASTs, PCBs, ACMs, and LBP, or the disturbance of on-site soil that may be contaminated by past USTs on the Campus or underlying groundwater that may be contaminated by nearby off-site LUSTs. These represent potential environmental concerns on the Harbor-UCLA Campus and their disturbance is considered a potentially significant impact. Project operations would require the storage, use, and disposal of limited quantities of hazardous materials and waste routinely used in hospitals and related facilities, in a manner consistent with manufacturer's recommendations and applicable regulatory requirements. The potential for upset and accidental conditions resulting in the release of these materials is low and related impacts are considered less than significant.		Survey prepared for the Harbor-UCLA Campus, which are as follows: ▪ The identified ACMs and surfaces containing LBP should not be disturbed. Prior to renovation or demolition activities which would disturb identified ACMs, and LCSs, a licensed abatement removal contractor shall remove the ACMs and LCS, and perform paint stabilization activities as needed. The licensed abatement contractor shall maintain current licenses as required by applicable state or local jurisdictions for the removal, transporting, disposal, or other regulated activities. ▪ The identified surface containing LBP shall not be disturbed. Any LBP in a non-intact condition shall be abated or the component properly removed or encapsulated. Lead containing ceramic tiles shall be removed prior to	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		demolition activities. Any lead related removal activities shall be performed in accordance with the OSHA Lead in Construction Standard, Title 8 California Code of Regulations (CCR) 1532.1. ▪ Proper LBP waste stream categorization is required. Prior to any demolition activities, a composite sample of the representative LBP material (ceramic tiles and loose and flaking paint) shall be analyzed for total lead for comparison with the Total Threshold Limit Concentration in accordance with EPA reference method SW-846. If the concentration of total lead is greater than or equal to 1,000 milligrams per kilogram (mg/kg), the LBP waste material shall be disposed at a landfill which can receive such wastes. If the concentration is less than 50 mg/kg the sample may be disposed as construction debris, if it is to remain in California. If the total lead	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		result is greater than or equal to 50 mg/kg and less than 1,000 mg/kg, the sample shall be further analyzed for soluble lead by the Waste Extraction Test for comparison with the Soluble Threshold Limit Concentration as described in Title 22 CCR 66261.24a. Additionally, if the result is greater than or equal to 100 mg/kg the sample shall be further analyzed for leachable lead by the Toxicity Characteristic Leaching Procedure for comparison with the Resource Conservation and Recovery Act (RCRA) limits. Based on the results of the soluble and leachable analysis the waste material may require disposal as a RCRA-Hazardous waste or non-RCRA- (California-) Hazardous waste. ▪ Miscellaneous hazardous building materials shall be removed and properly recycled or disposed by the licensed abatement contractor prior to	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		renovation or demolition activities. Contractor shall provide proper manifesting for all hazardous materials removed and recycled to prove the disposal of all materials was completed in accordance with local, state, and federal requirements. ▪ Abatement monitoring consulting services shall be performed by a third-party environmental consultant, to include oversight of abatement contractor activities to be performed in accordance with the abatement specifications, daily air monitoring, clearances (asbestos and lead), verification of complete removal of hazardous materials, and preparation of a closeout report summarizing the abatement activities. **MM-HAZ-2:** Prior to initiation of excavation and grading activities in the areas identified in the Phase I Assessment as containing potential soil contamination or for which site	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		closure is not confirmed (from either on- or off-site USTs/LUSTs or ASTs), Harbor-UCLA shall retain a qualified environmental consultant to prepare a Soils Management Plan for each development phase to be submitted to the Los Angeles County Fire Department for review and approval. The Soils Management Plan shall be implemented during excavation and grading activities for proposed improvements in the areas identified in the Phase I assessment as containing potential soil contamination to ensure that site closure is property implemented and any contaminated soils encountered are properly identified, removed and disposed of off-site. The plan shall include the following: ▪ A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the Soils	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		Management Plan and to actively monitor the soils and excavations for evidence of contamination. ▪ Any soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or any other contamination shall be evaluated, based upon appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility. ▪ All identified contaminated soils shall be properly removed, handled and transported to an appropriately licensed disposal facility, in accordance with the Soils Management Plan prepared for each respective development phase.	
Impact Statement HAZ-2: As discussed under Threshold/Impact Statement HAZ-1, Project construction has the potential to	Not Applicable	See **MM-HAZ-1** and **MM-HAZ-2**	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
result in the accidental release of hazardous materials related to the removal and/or remediation of existing on-site USTs, ASTs, PCBs, ACMs, and LBP, as well as the disturbance of on-site soil and/or groundwater that may be contaminated by nearby off-site LUSTs, which represent potential recognized environmental concerns on the Harbor-UCLA Campus. There are no schools within a quarter-mile of the Harbor-UCLA Campus and impacts related to the emissions or handling of hazardous materials in close proximity to schools would be less than significant. However, a child care facility located immediately north of the Medical Center Campus, which could be potentially affected by accidental releases of hazardous materials. As such, impacts in this regard are considered potentially significant.			
Impact Statement HAZ-3: Harbor-UCLA is listed on several environmental databases due to inconclusive documentation regarding proper remediation and site closure following 1994 removal of five on-site USTs, as well as the presence of Large and Small Quantity Generators of hazardous waste on the Campus. Four adjacent off-site properties to	Not Applicable	See **MM-HAZ-1** and **MM-HAZ-2**	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
the east were also listed due to the potential for LUST petroleum hydrocarbon contamination of underlying groundwater. As stated under Threshold/Impact Statement HAZ-1, construction could result in the release of hazardous materials due to disturbance of potentially contaminated on-site soil and/or groundwater; this is a potentially significant impact. Hazardous waste generated during Project operations is not considered a hazard to human health or the environment and related impacts would be less than significant.			
Impact Statement HAZ-4: Harbor-UCLA is not located within an airport land use plan or the vicinity of a private airstrip; the nearest public airports are between four and 11 miles away. The Project proposes relocation of the existing helistop to a temporary and, ultimately, permanent location on the Harbor-UCLA Campus during Master Plan Project buildout. Helistop operations during construction and following buildout would not differ substantively from existing helistop operations in terms of the number of flights, composition of the helicopter fleet, or proposed flight paths. Project-related safety	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
hazards due to airport or helistop operations would be less than significant.			
Impact Statement HAZ-5: Impacts regarding emergency response plans would be less than significant. The Project would not use hazardous materials or have on-site hazardous conditions that would conflict with or obstruct implementation of any emergency response plans. Further, the Project would not interfere with emergency access routes.	Not Applicable	Not Applicable	Less Than Significant
4.G Hydrology and Water Quality			
Impact Statement HWQ-1: With compliance with regulatory requirements governing stormwater management and water quality during construction and following buildout of master Plan Project components, impacts on water quality or related to waste discharge (i.e., construction dewatering) would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement HWQ-2: Project-related excavation is not expected to extend to the depth of groundwater beneath the Harbor-UCLA Campus, with only temporary dewatering anticipated in the event seepage is encountered at shallower depths	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
than anticipated. Project implementation would increase pervious area on the Campus over existing conditions through the introduction of more landscaped area and does not propose withdrawal of groundwater to meet water demand. The Project's indirect employment-related population growth would not substantially increase demand on groundwater supplies serving the Project Site, thus impacts regarding groundwater supplies would be less than significant.			
Impact Statement HWQ-3: The Project would redevelop the already fully developed Harbor-UCLA Campus, and, with compliance with NPDES regulations and County LID requirements governing construction and post-project stormwater management and water quality, would not substantially alter existing drainage patterns in a manner that would result in substantial erosion or siltation.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement HWQ-4: The Project would redevelop the already fully developed Harbor-UCLA Campus and would not substantially alter existing topography or affect the course of	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
any streams or rivers. Neither construction nor operations would increase surface runoff in a manner that would result in flooding. Therefore, impacts on existing drainage patterns of the Project site would be less than significant.			
Impact Statement HWQ-5: With adherence to County connection permit requirements and compliance with County LID requirements, the volumes of runoff discharged to the County's storm drain system following Project buildout would be similar or reduced compared to existing conditions and would not provide additional sources of polluted runoff; impacts would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement HWQ-6: With compliance with County NPDES and LID requirements, the Project is not anticipated to substantially degrade water quality.	Not Applicable	Not Applicable	Less Than Significant
4.H Land Use and Planning			
Impact Statement LU-1: The Project would be substantially consistent with applicable land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, land use impacts associated with	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Project consistency with applicable land use plans, policies and regulations would be less than significant.			
Impact Statement LU-2: The Project would be compatible with existing adjacent off-site land uses because the nature (type, scale, height, location) of the existing on-site land uses would not substantially change under the Project, nor would the character of the area as perceived by the existing adjacent off-site land uses. Therefore, land use compatibility impacts would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
4.I Noise			
Impact Statement NOISE -1 On-site construction noise associated with the Project would increase noise levels at nearby residential uses in excess of established thresholds. Therefore, impacts would be significant without implementation of mitigation measures.	**PDF-NOISE-1:** The Project contractor(s) will equip all construction equipment, fixed and mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. **PDF-NOISE-2:** On-site construction equipment staging area shall be located as far as feasible from sensitive uses/hospital patient buildings. **PDF-NOISE-3:** Engine idling from construction equipment such as bulldozers and haul trucks shall be limited near sensitive uses/patient buildings. **PDF-NOISE-4:** Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent	**MM-NOISE-1:** Temporary noise barriers shall be used to block the line-of-site between the construction equipment and noise-sensitive receptors during project construction, as follows: ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the southern boundary of the Project construction site to reduce construction noise at the single- and multi-family residential uses across 220th Street during Phase C, Phase 2, Phase 3, Phase 5, Phase 6,	Significant and Unavoidable

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	feasible. **PDF NOISE-5:** Effective noise barriers will be designed and erected as needed to shield on-site uses from excessive construction-related noise. **PDF-NOISE-7:** As required by LACC, an acoustical analysis of the mechanical plans of the proposed buildings will be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that all mechanical equipment would be designed to meet noise limits in Table 4.I-6.	and Phase LA Biomed. ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the northern boundaries of the Project construction site to reduce construction noise at the multi-family residential uses across Carson Street during Phase 4. ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the northern boundary of the Project construction site to reduce construction noise at the single-family residential uses across Vermont Avenue during Phase 2, Phase 4, and Phase 5.	
Impact Statement NOISE-2: Off-site construction traffic would not exceed the significance thresholds at off-site noise sensitive receptor locations. Therefore, impacts to off-site sensitive receptors would be less than significant.	See **PDF-NOISE-1**, **PDF-NOISE-2**, **PDF-NOISE-3**, **PDF-NOISE-4**, **PDF-NOISE-5**, and **PDF-NOISE-7**	See **MM-NOISE-1**	Less Than Significant
Impact Statement NOISE-3: Project implementation would increase noise levels at adjacent noise-sensitive receptors in the Project area as the result of increased Project traffic and temporary helicopter activity during use of the proposed interim helistop. Project-related noise	Not Applicable	See **MM-NOISE-1**	Significant and Unavoidable

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
from traffic would not exceed established thresholds. Project-related noise from helicopter activity would only be significant when using the temporary interim helistops. Project-related noise from helicopter activity when using the permanent helistop after it is built will be less than significant. Therefore, the temporary interim helistops would result in a temporary and periodic significant impact but the permanent helistop would result in a less than significant permanent impact.			
Impact Statement NOISE-4: Project implementation would not increase noise levels at adjacent noise-sensitive receptors in the Project vicinity. Therefore, impacts would be less than significant.	Not Applicable	See **MM-NOISE-1**	Less Than Significant
Impact Statement NOISE-5: Project implementation, including noise from the parking structure, would increase noise levels at adjacent noise-sensitive receptors in the Project vicinity. However, Project-related noise generation would not exceed established thresholds and therefore impacts would be less than significant.	Not Applicable	See **MM-NOISE-1**	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement NOISE-6: Construction activities would result in sporadic, temporary vibration effects adjacent to the Project area. However, ground-borne vibration levels would not exceed established thresholds. Thus, construction vibration impacts would be less than significant and no mitigation measures are required.	**PDF NOISE-6:** To reduce the potential for serious construction-related vibration effects to on-site operating rooms or other vibration sensitive medical uses (such as laboratories), the Project contractor(s) shall perform appropriate study of the potential for peak particle velocities to reach or exceed 0.008 inches per second PPV whenever construction involving the use of heavy duty equipment is planned within 125 feet of such an on- site medical use. If, based on site-specific conditions, this study indicates potential for detrimental effects, strategies to minimize the effects shall be incorporated into the construction plan.	See **MM-NOISE-1**	Less Than Significant
Impact Statement NOISE-7: Project implementation would not generate excessive vibration levels to nearby sensitive receptors. Thus, construction and long-term vibration impacts would be less than significant and no mitigation measures are required.	Not Applicable	See **MM-NOISE-1**	Not Applicable
4.J Population and Housing			
Impact Statement PH-1: Given the temporary nature of the construction activity, the mobility of construction workers, and availability of a labor pool to draw upon in the area, construction workers would not have a notable impact on the demand for housing, nor affect general housing occupancy and population patterns. Thus, construction	**PDF TRAF-1, Construction Traffic Management Plan**	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
activities would not cause growth (i.e. new housing or employment generators) or accelerate development that exceeds projected/planned levels for the year of the Project occupancy/buildout, as compared to growth otherwise occurring, and would not result in a significant adverse physical change in the environment. Operation of the Master Plan Project would create new employment opportunities. The Project's contributions to employment would be consistent with SCAG's short-term and long-term growth projections for the South Bay Cities Subregion, unincorporated Los Angeles County communities and all of Los Angeles County, and would help the County meet or exceed its economic development objectives per the General Plan Economic Development Element, and housing allocation established in the SCAG RHNA. Overall, construction-related and long-term operational impacts regarding the relationship of the Project to growth projections would be less than significant.			
	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
4.K Public Services			
4.K.1 Fire Protection and Emergency Services			
Impact Statement FIRE-1: The Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing fire station to maintain service due to compliance with County Code and LACFD requirements that address fire safety, emergency access, emergency response times, and fire flow. Therefore, construction and operational impacts would be less than significant.	**PDF-FIRE-1:** The applicants, designers, construction contractors, and tenants for/of development under the Project will implement the conditions of approval identified by LACFD in its November 2014, July 2015, and January 2016 correspondence, which are included in Appendix J-1, *Fire Department Correspondence*, of this Draft EIR. The LACFD conditions of approval referenced above are summarized below and include, but are not limited to, the following: ▪ Provide multiple ingress/egress access for circulation of traffic and emergency response vehicles. ▪ Every building constructed shall be accessible to Fire Department apparatus by way of Fire Apparatus Access Roads of not less than the minimum widths prescribed in Fire Code Section 503.2.1, with roadways extending to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. ▪ Fire Apparatus Access Roads shall be a minimum unobstructed width of 28 feet exclusive of shoulders and have	**MM FIRE-1:** The Project construction contractors will regularly notify and coordinate with the LACFD concerning Project construction activities, including any on- and off-Campus lane closures and other construction activities that could affect emergency access and emergency response times. **MM FIRE-2:** Prior to the issuance of building permits, the applicants for development under the Project will pay the prevailing LACFD Developer Fee.	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	unobstructed vertical clearance "clear to sky" ▪ Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. ▪ Provide approved signs or other approved notices or markings that include the words "NO PARKING – FIRE LANE". ▪ Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction. ▪ Approved building address numbers, building numbers, or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. ▪ The method of gate control shall be subject to review by the Fire Department prior to approval, and shall meet specified width, positioning, emergency power, and emergency access requirements. ▪ The development may require fire flows up to 8,000 gpm at 20 psi residual pressure for up to a five-hour duration.		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used. ▪ Fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants, with no portion of a lot frontage more than 200 feet via vehicular access from a public hydrant, and no portion of a building exceeding 400 feet via vehicular access from public fire hydrant. ▪ All required public fire hydrants shall be installed, tested, and accepted prior to beginning construction. Provide a Fire Department-approved fire sprinkler system in all proposed buildings.		
4.K.2 Sheriff Protection			
Impact Statement SHER-1: The Project would not require the addition of a new police station or the expansion, consolidation, or relocation of an existing police station to maintain service due to compliance with applicable requirements and Project Design Features that address police protection service, response times, and Crime Prevention Through Environmental Design (CPTED). Therefore, construction and operational impacts would be less	**PDF-SHER-1:** The County Department of Public Works shall provide the LACSD CSB with the on-site satellite station space, locker space, and associated parking spaces, required to serve the Project. This shall include, at a minimum, the existing amount of satellite station space (927 sf), locker room space (1,672 sf), and associated parking spaces, plus an additional 36 percent (approximately 1,000 sf) of this operational space and associated parking to serve the net increase in on-site employees and patients under the Project.	**MM SHER-1:** During Project construction, construction sites will be fully fenced, lighted with security lighting, and patrolled by either the LACSD on-site satellite station personnel (either sworn officers or contract security guards) or private security hired by DHS. **MM SHER-2:** Emergency access to the LACSD will be provided and	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
than significant.	**PDF-SHER-2:** Project design shall adhere to the Crime Prevention Through Environmental Design (CPTED) principles. This shall include, but not be limited to, the provision of physical design features that discourage crime such as defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The CPTED features shall be identified on the design plans for the Project which shall be provided to the LACSD for review and approval.	maintained to existing and new uses on-site uses, and to off-site uses, throughout construction. **MM SHER-3:** The Project construction contractors will regularly notify and coordinate with the LACSD concerning Project construction activities, including any on- and off-Campus lane closures and other construction activities that could affect emergency access or emergency response times. **MM SHER-4:** The Security Management Plan for the Harbor-UCLA Campus will be updated by DHS, in consultation with the LACSD, to address the proposed physical and operational changes to the Campus under the Project. At a minimum, the primary security features and measures currently in place at the Campus under the Security Management Plan will carried forward under the Project.	

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
4.K.3 Parks and Recreation			
Impact Statement PARKS-1: Project construction and operation would not create a demand for parks and recreational facilities that would require new or physically altered parks and recreational facilities or result in substantial physical deterioration of such facilities. In addition, the Project would not include new recreational facilities or require the construction or expansion of existing facilities. Therefore, the impact would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
4.K.4 Schools			
Impact Statement SCHOOLS-1: Project construction and operation would not be expected to create a demand for schools that would require new or physically altered public schools, the construction of which would result in a substantial adverse physical impact. Therefore, the impact would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
4.K.5 Libraries			
Impact Statement LIBRARIES-1: Project construction and operation would not be expected to create a demand for libraries that would require new or physically altered public libraries, the construction of which would result in a substantial	**PDF-LIBRARIES-1:** The AF Parlow Library of Health Sciences, an existing LACDHS-operated library on the Project Site available for use by doctors, medical students, fellows, faculty, nurses, and allied health professionals affiliated with the medical center, will be retained and relocated to	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
adverse physical impact. Therefore, the impact would be less than significant.	other building space on the HUCLA Campus.		
4.L Transportation and Traffic			
Impact Statement TRAF-1: With the implementation of PDF TRAF-1, Construction Traffic Management Plan, and PDF TRAF-2, Pedestrian Safety, potential construction impacts associated with hauling, deliveries and worker vehicles would be reduced. Scheduling of construction-related traffic to avoid peak hours, prohibited on-street parking, temporary traffic controls, and the use of safety precautions, such as alternate routing and protection barriers in accordance with the two Project Design Features would minimize the potential for the Project to result in substantial disruption of traffic flow, intersection operational impacts, conflicts with pedestrians and/or bicyclists, or loss of on-street parking in the Project area's commercial zones and residential neighborhoods. However, given the potential addition of construction-related vehicle trips during peak construction periods, transportation and parking impacts related to construction would be considered significant	**PDF TRAF-1: Construction Traffic Management Plan:** A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the County for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate: ▪ Prohibition of construction worker parking on nearby residential streets. ▪ Prohibition of construction-related vehicles parking or staging on surrounding public streets. ▪ Temporary pedestrian and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways.	No feasible mitigation measures.	Significant and Unavoidable

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
and unavoidable, though such impacts would only occur on a temporary basis while construction activities are occurring on-site.	▪ Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate. ▪ Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible. **PDF TRAF-2: Pedestrian Safety:** The construction contractor(s) would plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. The contractor(s) would maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities would be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways would be provided where pedestrians are exposed to potential injury from falling objects. The contractor would keep sidewalks open during construction except when it is absolutely required to close or block the sidewalks for construction staging. Sidewalks shall be reopened as soon as		

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
	reasonably feasible taking construction and construction staging into account.		
Impact Statement TRAF-2: Implementation of the Master Plan Project would result in a net increase in traffic generation on the Project Site of 1,640 daily trips under Interim Year (2023) conditions and 6,598 daily trips at Full Buildout (2030). Project-related operational traffic impacts on study area intersections would be considered potentially significant under Existing With Project Conditions, Future Interim Year (2023) conditions, and Full Buildout (2030) conditions.		**MM TRAF-1: I-110 Southbound Ramps & Carson Street (Intersection #9)** - The existing southbound approach on the Interstate I-110 off-ramp shall be restriped to convert the existing left-turn lane to a left-/right-turn lane. **MM TRAF-2: 220th Street/I-110 Northbound Ramps & Figueroa Street (Intersection #15)** - An additional northbound through lane shall be striped and the existing through lane shall be restriped as a through/right-turn lane. The eastbound approach shall be restriped from the existing through/left-turn lane and right to a left-turn lane and through/right-turn lane. **MM TRAF-3: I-110 Southbound Ramps & 223rd Street (Intersection #20)** - The southbound approach would be restriped from the existing left-turn/through and right-turn/through lanes to a right-turn lane and left-turn/through/right-turn lane. The eastbound approach shall be restriped to change the existing right-turn lane to a through/right-turn lane.	Significant and Unavoidable

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
		Under this mitigation, parking shall be removed on 223rd between the Interstate I-110 bridge and Figueroa Street and converted to a dedicated right-turn lane.	
Impact Statement TRAF-3: The Project would not meet the minimum peak hour trip numbers at CMP arterial stations or freeway monitoring stations to require further analysis and, therefore, would not result in a change in the V/C ratio of 0.02 or greater. Impacts to regional CMP transportation systems are considered to be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement TRAF-4: The Project would increase traffic on the Caltrans facilities. With regard to freeway segments and intersections, while the County would make a fair-share contribution to offset increases in trips that would occur as a result of Project traffic, the Project could have a significant impact on Caltrans facilities. While the County would contribute a fair-share contribution for future improvements, this impact is considered potentially significant.	Not Applicable	**MM TRAF-4:** The developer shall contribute a fair share contribution to Caltrans toward an analysis or improvements on I-110 (Harbor Freeway) in the Project vicinity to offset the additional Project-generated trips that would result on the freeway mainline segments and that would pass through the affected Caltrans intersections.	Significant and Unavoidable

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Impact Statement TRAF-5: The Project would increase traffic on the Caltrans facilities. However, with regard to off-ramps, the Project would not contribute traffic such that off-ramp queues would extend beyond the length of the ramp itself onto the mainline of a freeway during peak arrival periods. Thus, impacts would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement TRAF-6: Transit ridership generated by the Project would not exceed the residual capacity of the public transit system under Future Interim (2023) and Buildout (2030) conditions. Therefore, impacts with respect to transit would be less than significant. With regard to other alternative transportation modes, the Project would be supportive of and would not conflict with applicable alternative transportation policies, plans, and programs. Thus, impacts would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement TRAF-7: Site access would be provided via seven driveways designed to County standards that would accommodate left and right ingress/egress turning movements. The existing network	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
of traffic lanes, public sidewalks and pedestrian crosswalks would be maintained or improved and the Project would not mix pedestrian and automobile traffic in such a manner that a safety hazard for vehicles or pedestrians would occur or that access would be limited. In addition, no safety or operational impact relative to bicycle traffic is anticipated. Impacts with respect to vehicular, pedestrian, and bicycle access would be less than significant.			
Impact Statement TRAF-8: The Project would provide vehicle parking sufficient to meet projected demand. Therefore, impacts related to parking would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
4.M Utilities and Service Systems			
4.M.1 Water Supply			
Impact Statement WS-1: Construction of the water infrastructure required to serve the Master Plan Project would not result in significant environmental effects. Impacts would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement WS-2: Implementation of the proposed Master Plan Project would not result in a demand for water that would exceed projected available	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
supplies. As such, impacts would be less than significant.			
4.M.2 Wastewater			
Impact Statement WW-1: Although construction and operation of the Project would result in an increase in wastewater generation that would increase the overall demands on wastewater conveyance and treatment facilities in the area, this increase would not exceed the available capacity of affected wastewater facilities and thus would not, directly or indirectly, result in an exceedance of wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, or result in a determination by the LACSDs that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Therefore, impacts related to wastewater conveyance and treatment would be less than significant.	Not Applicable	Not Applicable	Less Than Significant
4.M.3 Solid Waste			
Impact Statement SW-1: The Project would generate construction debris due to demolition and removal of multiple buildings throughout the	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
Campus, grading and excavation, and construction of new buildings. Disposal of waste materials would achieve a minimum diversion or recycling rate of 50 percent, as required by County regulations, and adequate capacity exists at the County's C&D disposal sites. As such, impacts related to solid waste disposal capacity due to construction activities would be less than significant.			
Impact Statement SW-2: Impacts on waste disposal facilities from operations would be less than significant because the County has sufficient landfill capacity to accommodate residual waste generation. The Project would generate solid waste as the result of operation of Project Site, but there will not be a substantial increase in operations and solid waste generation. Waste disposal would include design features and compliance with County waste disposal procedures for recycling and diversion of waste from County landfills.	Not Applicable	Not Applicable	Less Than Significant
Impact Statement SW-3: The Project would be implemented in compliance with all applicable Federal, State and local regulatory requirements regarding diversion of landfill materials and efficient	Not Applicable	Not Applicable	Less Than Significant

Table ES-1 (Continued)

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

Environmental Impacts	Project Design Features (PDF-)	Mitigation Measures (MM-)	Level of Significance
use of County landfill facilities. Thus, impacts would be less than significant.			