

2.1 PURPOSE OF THE SUMMARY

This section summarizes the characteristics of the proposed 540 East Imperial Avenue Specific Plan (proposed project), the environmental impacts, mitigation measures, and residual impacts.

2.2 INTRODUCTION

This EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the proposed action. This EIR identifies significant or potentially significant environmental effects, as well as ways in which those impacts can be reduced to less-than-significant levels by imposing mitigation measures (MMs) or alternatives to the project.

2.3 SUMMARY OF PROPOSED PROJECT

The 5.65-acre 540 East Imperial Avenue Specific Plan site (project site) comprises six lots and is currently developed with the Imperial Avenue Elementary School. The elementary school was built in 1956. Because of declining enrollment in the El Segundo Unified School District (ESUSD), the school campus was closed in 1975. In 1984, it was used as an employee training facility for the Hughes Aircraft Company. In 1997, the school campus was re-opened under a lease to the Los Angeles Unified School District (LAUSD) as a special needs school, but was closed again a few years later. The proposed project site is currently owned by the ESUSD. Between March 2008 and May 2009, the ESUSD held a series of meetings to establish the best use of the property and decided on a plan to re-entitle the site for lease or sale and to redevelop the property for a new use.

The proposed project would result in developing one of two conceptual project options. Specific Plan Site Plan Option 1 (Option 1) would include a maximum of 150 assisted/independent living units and 150 senior apartments/townhomes (age 55 and older) on a 5.32-acre portion of the site. Four (4) townhomes would be built on the remaining 0.33-acre parcel, located at the southern end of the project site. While the four townhomes are part of the 540 East Imperial Avenue Specific Plan development, they would be re-zoned and developed separately from the larger assisted/independent living complex and senior apartments/townhomes, pursuant to the Multi-Family (R-3) development standards. Option 1 includes a subdivision application for seven new parcels. Specific Plan Site Plan Option 2 (Option 2) would include a residential development with a mix of 24 single-family dwelling units and 34 multiple-family units on private streets. The multiple-family units would front East Imperial Avenue on the northern portion of the project site. The single-family residences would be located on the southern portion of the project site. Both the single-family and multiple-family residential developments would have common, landscaped, and open space areas. Option 2 includes a subdivision application for thirty-one new parcels, and the site plan is shown in Chapter 3 (Project Description), Figure 3-4 (Site Plan Map Option 2).

Implementation of either project Option would include demolition of the existing eight, single-story structures (totaling approximately 22,488 square feet), and removal of all parking areas, a baseball field, and on-site vegetation. The project includes a development agreement that would be adopted concurrently with the certification of the EIR. As required by the City’s 2009 Housing Element, the City intends to require an affordable housing component in both Options 1 and 2 to accommodate housing needs in the City of El Segundo. A General Plan Amendment and Zone Amendment which is part of the proposed project would re-zone the property from Planned Residential Development (PRD) to 540 East Imperial Avenue Specific Plan (Specific Plan) and the project would be consistent with the 540 East Imperial Avenue Specific Plan. In addition, approving either Option 1 or Option 2 of the proposed project by the City Council would require amending El Segundo’s Municipal Code to incorporate the approved plan.

2.4 CLASSIFICATION OF ENVIRONMENTAL IMPACTS

Under CEQA, a “significant impact” represents a substantial or potentially substantial adverse physical change to the environment. In evaluating specific effects, this EIR identifies thresholds of significance for each effect, evaluates the potential environmental change associated with each effect, and then characterizes the effects as impacts in the following categories:

- **Less Than Significant**—Results in no substantial adverse change to existing environmental conditions
- **Potentially Significant**—Constitutes a substantial adverse change to existing environmental conditions that can be mitigated to less-than-significant levels by implementation of proposed potentially feasible mitigation measures or by the selection of an environmentally superior project alternative
- **Significant and Unavoidable**—Constitutes a substantial adverse change to existing environmental conditions that cannot be fully mitigated by implementation of all feasible mitigation measures.

2.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

The following significant, unavoidable impacts would result from future development of the proposed project. A detailed discussion of these impacts can be found in Section 4.1(Air Quality) and Section 4.5 (Noise) of this document.

- **Air Quality**
 - > **Project-Specific**—Both project options would temporarily increase concentrations of criteria air pollutants in the project vicinity during construction activities, which would exceed VOC emissions allowed under the localized significance thresholds.
 - > **Cumulative**—Construction of the proposed project would exceed SCAQMD thresholds for the pollutants and precursors of ozone for which the South Coast Air Basin is in non-attainment.

■ Noise

- > **Project-Specific**—Both project Options would result in temporary construction related noise that may not be reduced or mitigated to a level generally considered acceptable for residential land uses near the project site.
- > **Project-Specific**—The exterior noise levels at the project site currently exceed noise levels considered normally or conditionally acceptable for residential uses (ranging from 50 to 70 dB for single-family and multiple-family residential uses). Both project Options would result in the exposure of persons to or generation of noise levels that intermittently exceed standards in the El Segundo General Plan and El Segundo Municipal Code, or applicable standards of other agencies. The proposed project occurs within the 65 dBA and 75 dBA contours of LAX. Neither Option can be reduced or mitigated to a level that would be considered normally acceptable for exterior residential land uses.
- > **Project-Specific**—Neither project Option would result in a substantial, permanent increase in exterior noise levels during operation that would exacerbate the existing condition. However, both project Options would increase the permanent, noise-sensitive residential population on the project site. The exterior noise level could not be reduced or mitigated to a level that would be considered normally acceptable for residential land uses
- > **Cumulative**—Future development within the 65 dBA and 75 dBA contours of LAX may still occur. As development of the proposed project would result in the exposure of on-site noise sensitive uses to an increase in noise levels, the contribution would be considered cumulatively significant.
- > **Cumulative**—Future residential projects may be developed by the City of El Segundo that are also located within the 70 dBA CNEL contour of LAX, and these residential uses would also be exposed to noise levels that exceed the normally acceptable development standard. As development of the proposed project would result in the exposure of on-site noise sensitive uses to an increase in noise levels, the contribution would be considered cumulatively significant.

2.6 ALTERNATIVES

As required by Section 15126.6(a) of the CEQA Guidelines and applicable law, an EIR must:

Describe a 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 would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.

Further, CEQA Guidelines Section 15126.6(b) state:

The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Alternatives evaluated in this EIR include the following:

- Alternative 1: Senior-Assisted Living Facility and Single-Family Alternative
- Alternative 2: Senior Townhome and Single-Family Alternative
- Alternative 3: No Project/No Build Alternative

2.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Pursuant to CEQA Guidelines Section 15123(b)(1), Table 2-1 (Summary of Environmental Effects and Project Requirements/Mitigation Measures) contains a summary of less-than-significant, potentially significant, or significant and unavoidable environmental impacts associated with the proposed project, mitigation measures that would reduce or avoid those effects, and the level of significance of the impacts following the implementation of mitigation measures. Mitigation measures and project requirements to be implemented for the other CEQA issue areas to reduce potentially significant impacts are included as part of the Notice of Preparation and Initial Study that was prepared in July 2011.

A complete list of all mitigation measures developed as part of the Initial Study and the Draft Environmental Impact Report can be found in Appendix A2.

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
AIR QUALITY			
Impact 4.1-1 Implementation of Option 1 or Option 2 would not conflict with or obstruct implementation of the applicable air quality plan. This would be a <i>less-than-significant</i> impact.	LTS	No mitigation required.	LTS
Impact 4.1-2 Construction of Option 1 or Option 2 would violate air quality standards for VOCs. This is considered a potentially significant impact. Implementation of mitigation would reduce this impact, but not to a less-than-significant level. Therefore, this would be a <i>significant and unavoidable</i> impact.	PS	<p>MM4.1-1 The developer must require by contract specifications that all diesel-powered equipment used will be retrofitted with after-treatment products (e.g., engine catalysts and diesel particulate filters). The engine catalysts must achieve a minimum reduction of 15 percent for NO_x. The diesel particulate filters must meet USEPA Tier 3 standards. Contract specifications must be included in project construction documents, which must be reviewed by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-2 The developer must require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site use low-NO_x diesel fuel to the extent that it is readily available and cost effective (up to 125 percent of the cost of California Air Resources Board diesel) in the South Coast Air Basin (this does not apply to diesel-powered trucks traveling to and from the project site). Contract specifications must be included in project construction documents, which must be reviewed by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-3 The developer must require by contract specification that all heavy-duty diesel-powered equipment operations at the project site utilize a phased-in emission control technology in advance of a regulatory requirement such that 30 percent of the fleet will meet USEPA Tier 4 engine standards for particulate matter control (or equivalent) starting in 2013 and for the duration of the project.</p> <p>MM4.1-4 The developer must require by contract specifications that construction equipment engines be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications must be included in project construction documents, which must be reviewed by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-5 The developer must require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines. Contract specifications must be included in project construction documents, which must be reviewed by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-6 As required by South Coast Air Quality Management District Rule 403—Fugitive Dust, all construction activities that are capable of generating fugitive dust are required to implement dust control measures during each phase of project development to reduce the</p>	SU

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>amount of particulate matter entrained in the ambient air. These measures include the following:</p> <ul style="list-style-type: none"> ■ Application of soil stabilizers to inactive construction areas ■ Quick replacement of ground cover in disturbed areas ■ Watering of exposed surfaces three times daily ■ Watering of all unpaved haul roads three times daily ■ Covering all stock piles with tarp ■ Reduction of vehicle speed on unpaved roads ■ Post signs on-site limiting traffic to 15 miles per hour or less ■ Sweep streets adjacent to the project site at the end of the day if visible soil material is carried over to adjacent roads ■ Cover or have water applied to the exposed surface of all trucks hauling dirt, sand, soil, or other loose materials before leaving the site to prevent dust from impacting the surrounding areas ■ Install wheel washers where vehicles enter and exit unpaved roads onto paved roads to wash off trucks and any equipment leaving the site for each trip <p>MM4.1-7 The developer must require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, be turned off when not in use for more than 30 minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds must be turned off when not in use for more than 5 minutes. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-8 The developer must require by contract specifications that construction parking be configured to minimize traffic interference during the construction period and, therefore, reduce idling of traffic. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-9 The developer must require by contract specifications that temporary traffic controls are provided, such as a flag person, during all phases of construction to facilitate smooth traffic flow. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-10 The developer must require by contract specifications that construction activities</p>	

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>that would affect traffic flow on the arterial system be scheduled to off-peak hours (9:00 AM to 4:00 PM). Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-11 The developer must require by contract specifications that dedicated on-site and off-site left-turn lanes on truck hauling routes be utilized for movement of construction trucks and equipment on site and off site to the extent feasible during construction activities. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-12 The developer must require by contract specifications that trackout roads will meet SCAQMD Table XI-C standards to achieve a 46% reduction in PM₁₀. The construction contractor must install gravel bed trackout apron (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) to reduce mud/dirt trackout from unpaved truck exit routes. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-13 When the City issues building or grading permits, whichever is issued earlier, the developer must notify, by mail, owners and occupants of all developed land uses within 1,000 feet of a project site within the Specific Plan providing a schedule for major construction activities that will occur through the duration of the construction period. In addition, the notification will include the identification and contact number for a community liaison and designated construction manager that would be available on site to monitor construction activities. The construction manager is responsible for complying with all project requirements related to PM₁₀ generation. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contract information for the community liaison and construction manager will be located at the construction office, City Hall, the police department, and a sign on site.</p> <p>MM4.1-14 The developer must require by contract specifications that the architectural coating (paint and primer) products used would have a VOC rating that reduces VOC content by 15 percent or more. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p> <p>MM4.1-15 The developer must require by contract specifications that materials that do not require painting be used during construction to the extent feasible. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.</p>	

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		MM4.1-16 The developer must require by contract specifications that pre-painted construction materials be used to the extent feasible. Contract specifications must be included in the proposed project construction documents, which must be approved by the City of El Segundo before grading permits are issued.	
Impact 4.1-3 Operation of Option 1 or Option 2 of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This is considered a <i>less-than-significant</i> impact.	LTS	No mitigation required.	LTS
Impact 4.1-4 Operation of Option 1 or Option 2 of the proposed project would increase local traffic volumes above existing conditions, but would not expose sensitive receptors to substantial carbon monoxide (CO) concentrations. This would be a <i>less-than-significant</i> impact.	LTS	No mitigation required.	LTS
Impact 4.1-5 Implementation of Option 1 or Option 2 of the proposed project would not create objectionable odors affecting a substantial number of people. This would be a <i>less-than-significant</i> impact.	LTS	No mitigation required.	LTS
GREENHOUSE GAS EMISSIONS			
Impact 4.2-1 Implementation of Option 1 or Option 2 of the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This would be a <i>less-than-significant</i> impact.	LTS	<p>MM4.2-1 Before the City issues a building permit, the developer must demonstrate that the design of the proposed buildings or structures meets or exceeds the most recent Title 24 Energy Efficiency Standards, subject to review by the Planning and Building Safety Department. Documentation of compliance with this measure must be provided to the Planning and Building Safety Department for review and approval before the City issues the permit. Installation of the identified design features or equipment will be confirmed by the Planning and Building Safety Department before it issues a certificate of occupancy. The following design features should be considered by the developer as a way to achieve Title 24 Energy Efficiency Standards compliance in excess of the minimum requirement:</p> <ul style="list-style-type: none"> ■ Increase in insulation such that heat transfer and thermal bridging is minimized ■ Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption ■ Incorporate dual-paned or other energy efficient windows ■ Incorporate energy efficient space heating and cooling equipment ■ Incorporate energy efficient light fixtures 	LTS

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ■ Incorporate energy efficient appliances ■ Incorporate energy efficient domestic hot water systems ■ Incorporate solar panels into the electrical system as feasible ■ Incorporate cool roofs/light-colored roofing ■ Or incorporate other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Energy Efficiency Standards by a minimum of 20 percent <p>MM4.2-2 Before the City issues a building permit, the developer must provide a landscape plan that includes shade trees around main buildings, particularly along southern elevations where practical, and will not interfere with constraints. Documentation of compliance with this measure must be provided to the Planning and Building Safety Department for review and approval.</p> <p>MM4.2-3 All showerheads, lavatory faucets, and sink faucets within the residential units, and where feasible within non-residential developments, must comply with the California Energy Conservation flow rate standards.</p> <p>MM4.2-4 Low-flush toilets must be installed within all Congregate Care units as specified in Health and Safety Code Section 17921.3.</p> <p>MM4.2-5 The developer must ensure that landscaping of common areas for the proposed project uses drought-tolerant and smog-tolerant trees, shrubs, and groundcover to ensure long-term viability and to conserve water and energy.</p> <p>MM4.2-6 The developer must ensure that the landscape plan for the proposed project includes drought-resistant trees, shrubs, and groundcover within the parking lot and perimeter.</p> <p>MM4.2-7 The developer must ensure that designs for the proposed project include all illumination elements to have controls to allow selective use as an energy conservation measure.</p> <p>MM4.2-8 Before the City issues any certificate of occupancy, the developer must demonstrate that the proposed projects' interior building lighting supports the use of compact fluorescent light bulbs or equivalently efficient lighting to the satisfaction of the Planning and Building Safety Department.</p> <p>MM4.2-9 The developer must consider providing preferential parking spaces for ultra-low-emission vehicles and alternative fueled vehicles to encourage the use of alternative fuels and ultra-low-emission vehicles. Documentation of compliance with this measure must be provided to the Planning and Building Safety Department for review and approval.</p>	

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		<p>MM4.2-10 Before the City issues a building permit, the developer must demonstrate that the proposed project is designed to incorporate exterior storage areas for recyclables and green waste and adequate recycling containers located in public/common areas. Installation of the identified design features or equipment will be reviewed and approved by the Planning and Building Safety Department before the City issues a certificate of occupancy.</p> <p>MM4.2-11 All common-area irrigation areas for the proposed project must consider systems that are capable of being operated by a computerized irrigation system that includes an on-site weather station/ET gage capable of reading current weather data and making automatic adjustments to independent run times for each irrigation valve based on changes in temperature, solar radiation, relative humidity, rain, and wind. In addition, the computerized irrigation system must also consider the ability to be equipped with flow-sensing capabilities, thus automatically shutting down the irrigation system in the event of a mainline break or broken head. These features will assist in conserving water, eliminating the potential of slope failure due to mainline breaks, and eliminating over-watering and flooding due to pipe and/or head breaks. Documentation of compliance with this measure must be provided to the Planning and Building Safety Department for review and approval.</p> <p>MM4.2-12 The developer must, where feasible, incorporate passive solar design features into the buildings, which may include roof overhangs or canopies that block summer shade, but that allow winter sun, from penetrating south facing windows.</p>	
<p>Impact 4.2-2 Implementation of Option 1 or Option 2 of the proposed project would not conflict with implementation of SB 375 or AB 32, the statewide policies for reducing GHG emissions. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
NOISE			
<p>Impact 4.3-1 Construction of Option 1 or Option 2 of the proposed project could result in the exposure of persons to or generation of noise levels temporarily exceeding standards established in the local general plan or noise regulations, or applicable standards of other agencies. This is considered a potentially significant impact. Implementation of mitigation measures MM4.3-1 through MM4.3-5 would reduce temporary impacts during construction. Some temporary impacts during construction would remain significant and unavoidable, but would generally be reduced to <i>less than significant</i> with mitigation measures. Impacts during</p>	PS	<p>MM4.3-1 The developer's contractor must refrain from engaging in all construction-related activities, including the delivery of construction materials, the loading and unloading of construction equipment, starting the engine ignition, and the repair and servicing of construction equipment and vehicles between the hours of 6:00 PM and 7:00 AM Monday through Saturday, or at any time on Sunday or a federal holiday. Construction noise levels must not exceed the noise and vibration standard set in El Segundo Municipal Code Section 7-2-10(D) and Section 7-2-4(C). If construction activities result in the generation of noise that exceeds the noise and vibration standards set forth by the City of El Segundo, a noise permit must be obtained from the City of El Segundo before the commencement of any construction activities.</p> <p>MM4.3-2 The developer's construction contracts must require implementation of the</p>	<p>Construction: LTS Operation: LTS</p>

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>operation of the proposed project would be <i>less than significant</i></p>		<p>following construction best management practices (BMPs) by all construction contractors and subcontractors working in or around the project site to reduce construction noise levels:</p> <ul style="list-style-type: none"> ■ Not less than 10 days before the start of construction, the developer must mail a written notification to owners and occupants of all developed properties within 1,000 feet of the project site. The notification must provide a schedule of major construction activities that will occur throughout the duration of the construction period. In addition, the notification must include the identity and contact number of a designated community liaison and designated construction manager who will be available on site to monitor construction activities during regular working hours. The construction manager will be located at the on-site construction office during construction hours for the duration of all construction activities. Contact information for the community liaison and construction manager will be posted on the exterior of the construction office or trailer at the construction site, at City Hall, and at the City's Police Department. The notification must also include the permitted hours of operation and all relevant information regarding limitations on noise-generating activities. ■ The developer and its contractors and subcontractors must ensure that construction equipment is properly muffled according to industry standards or as required by the Planning and Building Safety Department, whichever is the more stringent. ■ The developer and its contractors and subcontractors must place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible, to the satisfaction of the Planning and Building Safety Department. ■ The developer and its contractors and subcontractors must implement noise attenuation measures to the extent feasible, which may include, but are not limited to, noise barriers or noise blankets to the satisfaction of the Planning and Building Safety Department. <p>MM4.3-3 The developer's contracts with its construction contractors and subcontractors must include the requirement that construction staging areas, construction worker parking and the operation of earthmoving equipment within the project site, are located as far away from vibration- and noise-sensitive sites as possible. Contract provisions incorporating the above requirements must be included as part of the project's construction documents, which must be reviewed and approved by the Planning and Building Safety Department.</p> <p>MM4.3-4 The developer must require by contract specifications that heavily loaded trucks used during construction must be routed away from residential streets to the extent possible. Contract specifications must be included in the proposed project construction documents, which must be reviewed by the City before grading permits are issued.</p> <p>MM4.3-5 Residential units must be designed and constructed to ensure that interior noise levels from exterior transportation sources—including aircraft and vehicles on adjacent</p>	

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
		roadways—cannot exceed 45 dBA CNEL. In order to ensure that all dwelling units achieve an adequate noise reduction to achieve an interior noise level of 45 dBA CNEL, the following features must be included in the building design and construction of all dwelling units: (1) upgraded dual-glazed windows, (2) mechanical ventilation/air conditioning, (3) exterior wall/roof assemblies free of cut-outs or openings, and (4) ceiling insulation in the top floor of each building to reduce aircraft noise by at least 20 dBA. Before a building permit is issued, the developer must submit architectural plans and a detailed acoustical analysis study prepared by a qualified acoustical consultant demonstrating that interior noise levels in all residential units would be 45 dBA CNEL or less to the Planning and Building Safety Department for review and approval.	
Impact 4.3-2 Operation of Option 1 or Option 2 of the proposed project could result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. This is considered a potentially significant impact. Implementation of mitigation measures MM4.3-6 and MM4.3-7 would reduce this impact, but not to a less-than-significant level. Therefore, this would be a <i>significant and unavoidable</i> impact during operation.	PS	<p>MM4.3-6 The ESUSD must make as a condition of sale of the proposed project site, that the future owner express acknowledgement and confirmation of the continuing applicability of the existing aviation easement for noise, vibrations, and fumes over the proposed project site property.</p> <p>MM4.3-7 In accordance with the Business and Professions Code and Civil Code each prospective purchaser of residential property within the Project must be notified as follows:</p> <ul style="list-style-type: none"> ■ NOTICE OF AIRPORT IN VICINITY—This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. <p>In addition, although not required by Civil Code Sections 1103, <i>et seq.</i>, each prospective tenant of leased residential property within the Project must also be notified as described above.</p>	SU
Impact 4.3-3 Implementation of Option 1 or Option 2 of the proposed project would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. This is considered a potentially significant impact. However, implementation of mitigation measures MM4.3-1 through MM4.3-4 would reduce this impact to a <i>less-than-significant</i> level.	PS	MM4.3-1 through MM4.3-4 would also apply.	LTS

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>Impact 4.3-4 Implementation of Option 1 or Option 2 of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation measures required.	LTS
<p>Impact 4.3-5 Implementation of Option 1 or Option 2 of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. However, both project Options would increase the permanent, noise-sensitive residential population on the project site. This is considered a potentially significant impact. Implementation of mitigation measure MM4.3-5 through MM4.3-7 would reduce this impact, but not to a less-than-significant level. Therefore, this would be a <i>significant and unavoidable</i> impact.</p>	PS	MM4.3-5 through MM4.3-7 would also apply.	SU
<p>Impact 4.3-6 Implementation of Option 1 or Option 2 of the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This is considered a less-than-significant impact. Implementation of mitigation would further reduce this <i>less-than-significant</i> impact.</p>	LTS	MM4.3-1 through MM4.3-4 would also apply.	LTS
<p>Impact 4.3-7 Implementation of Option 1 or Option 2 of the proposed project would, if located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels. This is considered a potentially significant impact. Implementation of mitigation measures MM4.3-5 through MM4.3-7 would reduce this impact, but not to a less-than-significant level. Therefore, this would be a <i>significant and unavoidable</i> impact.</p>	PS	MM4.3-5 through MM4.3-7 would also apply.	SU

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
RECREATION			
<p>Impact 4.4-1 Implementation of Option 1 or Option 2 of the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
<p>Impact 4.4-2 Implementation of Option 1 or Option 2 of the proposed project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
TRANSPORTATION/TRAFFIC			
<p>Impact 4.5-1 Implementation of Option 1 or Option 2 of the proposed project would not conflict with Policy C3.1-2 of the City's General Plan which establishes a minimum acceptable level of service standard at an intersection of LOS D. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
<p>Impact 4.5-2 Implementation of either Option 1 or Option 2 of the proposed project would not conflict with an applicable congestion management plan. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
<p>Impact 4.5-3 Implementation of either Option 1 or Option 2 of the proposed project would not result in a change in air traffic patterns. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS
<p>Impact 4.5-4 Implementation of either Option 1 or Option 2 of the proposed project would not substantially increase roadway hazards. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS

Table 2-1 Summary of Environmental Effects and Project Requirements/Mitigation Measures

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s) and/or Project Requirements	Level of Significance After Mitigation
<p>Impact 4.5-5 Implementation of either Option 1 or Option 2 of the proposed project would not result in inadequate emergency access with implementation of mitigation measure MM HAZ-4. This would be a <i>less-than-significant</i> impact.</p>	LTS	<p>MM HAZ-4 To ensure adequate access for emergency vehicles when construction activities would result in temporary lane or roadway closures, the project developer must consult with the City of El Segundo Police, Fire, and Public Works Departments to disclose temporary lane or roadway closures and alternative travel routes. The project developer will be required to keep a minimum of one lane in each direction free from encumbrances at all times on perimeter streets accessing the project site. In the event any full road closure is required, the project developer's contractor must coordinate with the City of El Segundo Police, Fire, and Public Works Departments to designate proper detour routes and signage to appropriate proper access routes.</p>	LTS
<p>Impact 4.5-6 Implementation of either Option 1 or Option 2 of the proposed project would not result in conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. This would be a <i>less-than-significant</i> impact.</p>	LTS	No mitigation required.	LTS

