

Although the actions presented under Strategy 1 are for the City to implement, the Proposed Project would support implementation of these actions as the Proposed Project would be designed to achieve LEED Gold certification. This would serve to reduce energy use in the proposed buildings as well as require the installation of electric vehicle charging stations. The Proposed Project would also be consistent with Strategy 4 as the Proposed Project would incorporate shuttles would serve to facilitate multi-modal travel to and from events at the Project Site in a safe and efficient manner during event days. The Proposed Project would provide shuttle pick-up and drop-off service at the following two Metro rail stations: the existing Metro Green Line – Hawthorne/Lennox Station and the future Metro Crenshaw/LAX Line – Downtown Inglewood Station. The Proposed Project would include the installation of bicycle parking facilities. Furthermore, the Proposed Project would provide a dense mix of entertainment, office, retail, restaurant, community, and hotel uses on parcels of infill urban land accessible to and served by public transit and near existing and planned housing. For the reasons described above, the Proposed Project would be consistent with the City's ECAP.

Conclusion

As provided in the analysis above, the Proposed Project would be consistent with the air quality-related polices in the City's General Plan as well as the air quality related policies in the City's ECAP as the Proposed Project supports public transportation and improving transportation options and demand to the Project Site. In addition, the Proposed Project would be consistent with the overall control strategies of the AQMPs during construction of the Proposed Project. Nevertheless, construction and operation of the Proposed Project would generate emissions of nonattainment pollutants or precursors (i.e., VOC, NO_x, PM10, and PM2.5), that would exceed the applicable significance thresholds. Therefore, impacts related to consistency with air quality plans during operation of the Proposed Project would be **potentially significant**.

construction
and

Mitigation Measure 3.2-1(a)

Implement Mitigation Measure 3.14-2(b). Implementation of a comprehensive Transportation Demand Management (TDM) program.

Mitigation Measure 3.2-1(b)

Implement Mitigation Measure 3.2-2(b). Emergency Generator and Fire Pump Generator Maintenance & Testing.

Mitigation Measure 3.2-1(c)

Implement Mitigation Measure 3.2-2(c). Construction Emissions Minimization Plan.

Mitigation Measure 3.2-1(d)

Implement Mitigation Measure 3.2-2(d). Incentives for vendors and material delivery trucks to use ZE or NZE trucks during operation.

Level of Significance After Mitigation: Because regional emissions during construction and operation of the Proposed Project would exceed the significance thresholds for those criteria air pollutants for which the Air Basin is not in attainment (i.e., VOC, NO_x, PM10,