

## 4.0 INCORPORATION OF MITIGATION MEASURES, PERFORMANCE STANDARDS, AND CRITERIA FROM PRIOR APPLICABLE EIRS

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Public Resources Code (PRC) §21155.2 requires that a Transit Priority Project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The applicable EIR in this case would be the *Connect SoCal 2020–2045 RTP/SCS Program Environmental Impact Report* (RTP/SCS PEIR) for Southern California Association of Governments (SCAG).

The Mitigation Monitoring and Reporting Program for the *Connect SoCal 2020–2045 RTP/SCS PEIR* (SCAG MMRP) does not include project-level mitigation measures that are required of the Project. Rather, the SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the agency has identified that a project has the potential for significant effects. The SCAG measures are not prescriptive on the Project unless the lead agency determines their applicability to the Projects based on the circumstances and anticipated environmental impacts.

The SCAG MMRP identified programmatic mitigation measures to be implemented by SCAG and identifies project-level mitigation measures that SCAG will encourage local agencies to implement, as appropriate and feasible, as part of project-specific environmental review. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the *Connect SoCal 2020–2045 RTP/SCS PEIR* as appropriate to address project-specific conditions.

To comply with PRC Section 21155.2, applicability of the mitigation measures contained in the SCAG MMRP to the Project are shown in **Table 4-1: Applicability of Project-Level Mitigation Measures from Connect SoCal (2020-2045 Regional Transportation Plan / Sustainable Communities Strategy)**.

**TABLE 4-1**  
**APPLICABILITY OF PROJECT-LEVEL MITIGATION MEASURES FROM CONNECT SOCAL**  
**(2020-2045 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY)**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
<b>Aesthetics</b>		
Scenic Vistas.	<p>PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.</li> <li>b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.</li> <li>c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.</li> <li>d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.</li> <li>e) Retain or replace trees bordering highways, so that clear-cutting is not evident.</li> <li>f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.</li> </ul>	<p>This mitigation measure is not incorporated; as set forth in PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, the “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” As described previously in this section, the Project meets these statutory criteria.</p> <p>In addition, the Project would meet the requirements set forth in Los Angeles Municipal Code (LAMC) Section 91.8104 by ensuring that every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition in good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation, or other similar material. The Project would also be designed in accordance with City Ordinance No. 170,978, Landscape Ordinance Guidelines.</p>

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	<ul style="list-style-type: none"> <li>g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity.</li> <li>h) Use see-through safety barrier designs (e.g., railings rather than walls).</li> </ul>	
Visual Character.	<p>PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.</li> <li>b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.</li> <li>c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include</li> </ul>	<p>This mitigation measure is not incorporated; as set forth in PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, the “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” As described previously, the Project meets these statutory criteria.</p> <p>In addition, the Project would meet the requirements set forth in Los Angeles Municipal Code (LAMC) Section 91.8104 by ensuring that every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition in good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation, or other similar material. The Project would also be designed in accordance with City Ordinance No. 170,978, Landscape Ordinance Guidelines.</p>

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	setback buffers, landscaping, color, texture, signage, and lighting criteria.	
	d) Design projects consistent with design guidelines of applicable general plans.	
	e) Require that sites be kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.	
	f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> <li>– use transparent panels to preserve views where sound walls would block views from residences;</li> <li>– use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;</li> <li>– construct sound walls of materials whose color and texture complements the surrounding landscape and development;</li> </ul>	
	g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.	

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Light, glare, shade.	<p data-bbox="405 237 1234 483">PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li data-bbox="583 492 1234 618">a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.</li> <li data-bbox="583 634 1234 761">b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.</li> <li data-bbox="583 777 1234 873">c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> <li data-bbox="583 889 1234 953">d) Use unidirectional lighting to avoid light trespass onto adjacent properties.</li> <li data-bbox="583 969 1234 1065">e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.</li> <li data-bbox="583 1081 1234 1144">f) Provide structural and/or vegetative screening from light-sensitive uses.</li> <li data-bbox="583 1161 1234 1224">g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.</li> <li data-bbox="583 1240 1234 1336">h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> </ul>	<p data-bbox="1245 237 1900 483">This mitigation measure is not incorporated; as set forth in PRC Section 21099, enacted by Senate Bill 743, and the City’s Zoning Information (ZI) File No. 2452, the “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” As described previously, the Project meets these statutory criteria.</p>

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	<ul style="list-style-type: none"> <li>i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	
<b>Agriculture and Forestry</b>		
Conversion of farmland or forest land.	<p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.</li> <li>b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.</li> <li>c) Maintain and expand agricultural land protections such as urban growth boundaries.</li> <li>d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.</li> <li>e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.</li> </ul>	<p>This mitigation measure is not incorporated because the Project Site neither contains nor is located near any agricultural resources. The Project is located in a highly urbanized, infill location in Downtown Los Angeles currently improved with surface parking lots. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance exists on or in the vicinity of the Project Site. No substantial adverse effects related to agriculture and forestry resources would occur. As such, it is not necessary to incorporate this Mitigation Measure.</p>

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	<p>f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.</p>	
Zoning for Ag use, Williamson Act Contract.	<p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.</p> <p>b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.) or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.</p>	<p>This mitigation measure is not incorporated because the Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act contracts in effect for the Project Site.</p>
Construction Equipment.	<p>PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources.</p>	<p>This mitigation measure is not incorporated as there is no farmland at or near the Project Site. The Project Site and surrounding vicinity are not zoned for agriculture, forest land, or timberland.</p>

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Minimize loss of farmland or forest lands.	<p>PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> <li>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</li> <li>b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.</li> <li>c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.</li> </ul>	This mitigation measure is not incorporated because there is no farmland or forestland at or near the Project Site; therefore, no farmland or forest land will be lost or converted to non-agricultural uses.
Invasive species.	<p>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined</p>	This mitigation measure is not incorporated because the Project Site is currently not used for any agricultural uses and is not forest land; therefore, no agricultural use or forest land will be converted to non-forest uses. Thus, none of the mitigation measures that pertain to



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	<p>appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <p>a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	<p>agriculture and forestry resources are applicable to the Project.</p>

**Air Quality**

Violation of air quality standards.	<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Minimize land disturbance.</p> <p>b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</p> <p>c) Cover trucks when hauling dirt.</p> <p>d) Stabilize the surface of dirt piles if not removed immediately.</p>	<p>The mitigation measure is not incorporated because the Project will comply with existing regulations that have been identified and are required by the Southern California Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB) to facilitate consistency with plans for attainment for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), as applicable and feasible. Adherence to the following requirements by SCAQMD, CARB, the State of California, and the federal government, and that have been identified in <b>Section 5.0</b> in the summary of Regulatory Compliance Measures, would further ensure consistency with PMM-AQ-1.</p> <p>Compliance with the existing regulations identified below would facilitate consistency with plans for attainment of air quality standards identified by</p>
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	<ul style="list-style-type: none"> <li>e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>f) Minimize unnecessary vehicular and machinery activities.</li> <li>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> <li>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</li> <li>j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. Daily logging of the operating hours of the equipment should also be required.</li> <li>k) Ensure that all construction equipment is properly tuned and maintained.</li> <li>l) Minimize idling time to 5 minutes or beyond regulatory requirements —saves fuel and reduces emissions.</li> <li>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust</li> </ul>	<p>SCAQMD, CARB, the State of California, and the federal government, and would be equal to or more effective than PMM AQ-1.</p> <p><b>RCM AQ 1:</b> Consistent with SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> <li>– Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.</li> <li>– All diesel-powered off-road construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency (USEPA) Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.</li> <li>– All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.</li> <li>– When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or</li> </ul>

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	<p>plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved</p>	<p>diesel power generators, as feasible.</p> <p><b>RCM AQ 3: Rule 402 (Nuisance).</b> This rule states that a “person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”</p> <p><b>RCM AQ 2: Rule 403 (Fugitive Dust).</b> This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).</p> <p><b>RCM-AQ-3: Rule 1113 (Architectural Coatings).</b> This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance</p>

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	<p>by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p>	<p>coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.</p>
		<p><b>RCM-AQ-4:</b> 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.</p>
		<p><b>RCM-AQ-5:</b> In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.</p>
	<p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air</p>	

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	Ranger Education (CARE), and Why Air Quality Matters programs.	
	u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).	
	v) As applicable for airport projects, the following measures should be considered:	
	– Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.	
	– Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.	
	– Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.	
	w) As applicable for port projects, the following measures should be considered:	
	– Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).	
	– Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.	
	– Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.	

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	<ul style="list-style-type: none"> <li>– Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.</li> <li>– Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.</li> <li>– Encourage the participation in the Green Ship Incentives.</li> <li>– Offer incentives to encourage the use of on-dock rail.</li> </ul>	
	<p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> <li>– Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.</li> </ul>	
	<p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p>	
	<p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> <li>– Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of</li> </ul>	

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	<p>air filtration systems when windows are open or residents are outside.</p> <ul style="list-style-type: none"> <li>– Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.</li> <li>– Disclose the potential increase in energy costs for running the HVAC system to prospective residents.</li> <li>– Provide information to residents on where MERV filters can be purchased.</li> <li>– Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.</li> <li>– Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.</li> <li>– Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.</li> <li>– Set criteria for assessing progress in installing and replacing the enhanced filtration units; and</li> <li>– Develop a process for evaluating the effectiveness of the enhanced filtration units.</li> </ul> <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p> <p>bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible:</p>	

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	<ul style="list-style-type: none"> <li>– Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> <li>– Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</li> <li>– Nonroad diesel engines on site shall be Tier 2 or higher.</li> <li>– Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp.</li> <li>– Emission control technology shall be operated, maintained, and serviced as recommended by the emission control technology manufacturer.</li> <li>– Diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend approved by the original engine manufacturer with sulfur content of 15 ppm or less.</li> <li>– The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:</li> </ul>	



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	<ul style="list-style-type: none"> <li>i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.</li> <li>ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.</li> <li>iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.</li> </ul>	
	<ul style="list-style-type: none"> <li>– The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.</li> <li>– The contractor shall maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator on site, includes: <ul style="list-style-type: none"> <li>i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date.</li> <li>ii. Any problems with the equipment or emission controls.</li> <li>iii. Certified copies of fuel deliveries for the time period that identify:</li> </ul> </li> </ul>	

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	<ol style="list-style-type: none"> <li>1. Source of supply</li> <li>2. Quantity of fuel</li> <li>3. Quantity of fuel, including sulfur content (percent by weight)</li> </ol>	
	<p>cc) Project should exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code). The following measures can be used to increase energy efficiency:</p> <ul style="list-style-type: none"> <li>– Install programmable thermostat timers</li> <li>– Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24).</li> <li>– Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the <i>Energy Star and Other Climate Protection Partnerships</i> Annual Reports.)</li> <li>– Install higher efficacy public street and area lighting</li> <li>– Limit outdoor lighting requirements</li> <li>– Replace traffic lights with LED traffic lights</li> <li>– Establish on-site renewable or carbon neutral energy systems – generic, solar power and wind power</li> <li>– Utilize a combined heat and power system</li> <li>– Establish methane recovery in Landfills and Wastewater Treatment Plants.</li> <li>– Locate project near bike path/bike lane</li> <li>– Provide pedestrian network improvements, such as interconnected street network, narrower roadways and shorter block lengths, sidewalks, accessibility to transit and transit</li> </ul>	

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	shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers.	
	<ul style="list-style-type: none"> <li>– Provide traffic calming measures, such as: <ul style="list-style-type: none"> <li>i. Marked crosswalks</li> <li>ii. Count-down signal timers</li> <li>iii. Curb extensions</li> <li>iv. Speed tables</li> <li>v. Raised crosswalks</li> <li>vi. Raised intersections</li> <li>vii. Median islands</li> <li>viii. Tight corner radii</li> <li>ix. Roundabouts or mini-circles</li> <li>x. On-street parking</li> <li>xi. Chicanes/chokers</li> </ul> </li> <li>– Create urban non-motorized zones</li> <li>– Provide bike parking in non-residential and multi-unit residential projects</li> <li>– Dedicate land for bike trails</li> <li>– Limit parking supply through: <ul style="list-style-type: none"> <li>i. Elimination (or reduction) of minimum parking requirements</li> <li>ii. Creation of maximum parking requirements</li> <li>iii. Provision of shared parking</li> </ul> </li> <li>– Require residential area parking permit.</li> <li>– Provide ride-sharing programs:</li> </ul>	

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	<ul style="list-style-type: none"> <li>i. Designate a certain percentage of parking spacing for ride sharing vehicles</li> <li>ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles</li> <li>iii. Providing a web site or messaging board for coordinating rides</li> <li>iv. Permanent transportation management association membership and finding requirement.</li> </ul>	

**Biological Resources**

<p>Candidate, sensitive, or special-status species. Riparian or other sensitive natural community. Wetlands. Species movement. Local policies or ordinances. Protection of biological resources. HCP, NCCP or other conservation plans.</p>	<p>PMM BIO-1:</p>	<p>In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.</li> <li>b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> <li>i. Impact minimization strategies</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City and consists of improved paved surface parking lots. The Project would not be developed on open space, and development of the Project would not result in adverse effects to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or the California Native Plant Society. It would also not result in any adverse effects to any occupied habitat, potentially suitable habitat, or designated critical habitat. As such, this mitigation measure is not applicable.</p> <p>The Project will substantially conform with this mitigation measure, as it would comply with the following regulatory measures, identified in <b>Section 5.0</b> in the summary of <i>Regulatory Compliance Measures</i>:</p>
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts</li> <li>iii. Use of in-kind mitigation bank credits</li> <li>iv. Funding of research and recovery efforts</li> <li>v. Habitat restoration</li> <li>vi. Establishment of conservation easements</li> <li>vii. Permanent dedication of in-kind habitat</li> <li>c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.</li> <li>d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</li> <li>e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.</li> <li>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</li> <li>g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.</li> <li>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</li> </ul>	<p><b>RCM-BIO-1: Tree Removal (Public Right-of-Way).</b> Removal of trees in the public right-of way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works. Per Section 62.177 of the LAMC, the Applicant shall pay an in-lieu tree replacement fee for any trees removed in the public right-of-way that cannot be replaced on site.</p> <p><b>RCM-BIO-2:</b> Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:</p> <ul style="list-style-type: none"> <li>• Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within</li> </ul>

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	<ul style="list-style-type: none"> <li>i) Schedule construction activities to avoid sensitive times for biological resources (e.g., steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>j) Develop an invasive species control plan associated with project construction.</li> <li>k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.</li> <li>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</li> <li>m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</li> <li>n) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings.</li> <li>o) Project sponsors shall consider the impacts of nitrogen deposition on sensitive species.</li> </ul>	<p>500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.</p> <ul style="list-style-type: none"> <li>• If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.</li> <li>• Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.</li> <li>• The Applicant shall record the results of the recommended</li> </ul>

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Riparian or other sensitive natural community.	<p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</li> <li>b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded</li> </ul>	<p>protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.</p> <p>This mitigation measure is not incorporated because the Project Site does not contain any riparian habitat or support any species identified or designated as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City and consists of improved paved surface parking lots. The Project would replace the existing surface parking lots on the Project Site. The Project would not be developed on sensitive or riparian habitat. Therefore, development of the Project would not result in adverse effects to any sensitive or riparian habitat that could support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. As such, this mitigation measure is not applicable.</p>

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	<p>protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</p> <p>d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</p> <p>e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.</p> <p>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.</p> <p>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. Where practicable and feasible, require upland buffers that sufficiently minimize impacts to riparian corridors.</p> <p>h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.</p> <p>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</p>	



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Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</i>	Applicability to Project
	<ul style="list-style-type: none"> <li>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</li> <li>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</li> <li>l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</li> <li>m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant to an adopted regional conservation plan.</li> <li>n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</li> <li>o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</li> <li>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</li> <li>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species</li> </ul>	

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	<p>and replacement with more ecologically valuable native species).</p> <p>r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</p>	
Wetlands and water features subject to federal or state jurisdiction.	<p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <p>a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.</p> <p>b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.</p> <p>c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic</p>	<p>This mitigation measure is not incorporated because the Project Site does not include any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies. As such, this mitigation measure is not applicable.</p>

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE’s Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration’s performance standard of “no net loss of wetlands” a USACE permit may require a project proponent to restore, establish, enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"><li>– Permittee-responsible mitigation</li><li>– Contribution of in-kind in-lieu fees</li><li>– Use of in-kind mitigation bank credits</li><li>– Where avoidance is determined to be infeasible and</li></ul> <p>d) Where avoidance is determined to be infeasible and proposed projects’ impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead</p>	

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	<p>agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> <li>– Avoidance</li> <li>– Impact Minimization</li> <li>– On-site alternatives</li> <li>– Off-site alternatives</li> </ul> <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
Wildlife movement.	<p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.</li> <li>b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as</li> </ul>	<p>This mitigation measure is not incorporated, because the Project Site is located in a developed, urban area and the Project would replace the existing surface parking lots. The Project Site is surrounded by other existing urban uses including office, retail establishments, hotels, restaurants, and multi-family residences. Therefore, the Project would not be developed on or adjacent to any existing open space, habitat area, wildlife nursery, or wildlife corridor. Thus, development of the Project Site would not interfere with the movement of any native resident or migratory fish or wildlife species; with established native resident or migratory wildlife corridors; or impede the use of native wildlife nursery sites. For these reasons, this mitigation measure is not applicable.</p>

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	<p>important for wildlife movement related to local ordinances or conservation plans.</p> <ul style="list-style-type: none"> <li>c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.</li> <li>d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at the Project Site from February 1 through August 31.</li> <li>e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.</li> <li>f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.</li> <li>g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.</li> <li>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</li> <li>i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points</li> </ul>	

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	that could reduce function of recognized movement corridor.	
	j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.	
	k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore off-site habitat).	
	l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.	
	m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.	
	n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.	
	o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, where applicable:	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>– Wildlife movement buffer zones</li> <li>– Corridor realignment</li> <li>– Appropriately spaced breaks in center barriers</li> <li>– Stream rerouting</li> <li>– Culverts</li> <li>– Creation of artificial movement corridors such as freeway under- or overpasses</li> <li>– Other comparable measures</li> </ul>	
	<p>p) Where the lead agency has identified that an RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p>	
	<p>q) Incorporate applicable and appropriate guidance (e.g., FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	
	<p>r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.</p>	
	<p>s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as, but not limited to:</p> <ul style="list-style-type: none"> <li>– Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.</li> </ul>	

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	<ul style="list-style-type: none"> <li>– Design exterior lighting to confine illumination to the project site.</li> <li>– Provide structural and/or vegetative screening from light-sensitive uses.</li> <li>– Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.</li> <li>– Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.</li> </ul>	
	<p>t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:</p> <ul style="list-style-type: none"> <li>– Install temporary noise barriers during construction.</li> <li>– Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>– Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</li> <li>– Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust</li> </ul>	



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	<p>from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <ul style="list-style-type: none"> <li>– Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.</li> <li>– Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</li> <li>– Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> </ul> <p>u) Require large buffers between sensitive uses and freeways.</p> <p>v) Create corridor redundancy to help retain functional connectivity and resilience.</p>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

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Local policies or ordinances protecting biological resources.	<p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.</li> <li>b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.</li> <li>c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.</li> <li>d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences</li> </ul>	<p>This mitigation measure is not incorporated because the Project will comply with existing regulations adopted by the City addressing removal of existing trees.</p> <p>The Project Site is located in a developed, urban area. The Project would not be developed on existing open space or sensitive habitat. The Project Site does not contain any trees or shrubs subject to protection under the City’s Protected Tree Ordinance.</p> <p>The Project Site contains 11 non-protected street trees that would be replaced with 243 trees on the Project Site. The Project will comply with the regulatory measures identified in <b>Section 5.0</b> in the summary of <i>Regulatory Compliance Measures</i>, including complying with the City’s tree removal ordinances (identified above as <b>RCM Bio-1</b>) with the MBTA (identified above as <b>RCM Bio-2</b>). These Regulatory Compliance Measures are comparable to this mitigation measure, and, for this reason, this mitigation measure is not incorporated into the Project.</p>

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	<p>in place for duration of all such work. Clearly mark all trees to be removed.</p> <p>e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p>	

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	<p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> <li>– Avoidance strategies</li> <li>– Contribution of in-lieu fees</li> <li>– Planting of replacement trees</li> <li>– Re-landscaping areas with native vegetation post-construction</li> <li>– Other comparable measures developed in consultation with local agency and certified arborist.</li> </ul>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

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Consistency with applicable HCPs and NCCPs.	<p>PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</li> <li>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</li> <li>c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries.</li> </ul>	<p>This mitigation measure is not incorporated because the Project Site is not subject to provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Furthermore, the Project Site is not within or adjacent to any existing Significant Ecological Area. As such, this mitigation measure is not applicable.</p>
<b>Cultural Resources</b>		
Historical and archaeological resources	<p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is incorporated to avoid potential impacts to any subsurface cultural resources that may be present on the Project Site that could be disturbed during construction of the Project.</p> <p>The Project Site does not contain historic resources and there are no historic resources on adjacent sites. Since all new construction associated with the Project would be contained within the Project Site, and the Project Site</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.</p> <p>b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.</p> <p>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>– Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic</li> </ul>	<p>does not contain any historic resource or resources, the Project would not physically alter or demolish any historical resources located on or adjacent to the Project Site.</p> <p>Consistent with PMM CULT-1 (j) because the Project Site is developed and no natural ground surface is exposed, sensitivity for subsurface resources was assessed based on archaeological desktop assessment. This assessment included conducting archeological records and sacred lands file searches consistent with PMM CULT-1 (f) and (g).</p> <p>The desktop assessment of the Project area determined there are no previously recorded resources documented within the Project area. However, the initial records search indicated there may be the potential for the Zanja system to extend into the Project area. Although there is insufficient evidence to make a precise conclusion on the position of the Zanja system in relation to the Project Site, a review of available data indicated that the possibility of encountering portions of Zanja system within the Project area on the east side of Olive Street (1100 Olive Street, Site 3) appears to be very low. There does appear to be a potential for encountering portions of and/or artifacts or features associated with the Zanja system on the west side of Olive Street (1105 Olive Street, Site 2) during construction.</p> <p>Consistent with PMM CULT-1 (j) an archaeological monitor will be retained to observe all ground disturbing activities and if any cultural resources, including any indications of the Zanja Madre are encountered, construction activities and excavation in the area where cultural resources are found will be stopped until a qualified archaeologist can determine whether these resources are significant consistent with PMM CULT-1 (l) and appropriately addressed.</p>

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	<p>Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.</p> <ul style="list-style-type: none"> <li>– Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.</li> </ul> <p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS</p>	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p>	



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	<p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p>	

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	<p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the</p>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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	<p>affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.</p>	
Human remains	<p>PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> <li>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</li> <li>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: <ol style="list-style-type: none"> <li>– Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate</li> </ol> </li> </ol>	<p>This mitigation measure is not incorporated because the Project will comply with existing regulatory measures determined to be equal to or more effective than PMM CULT-2 to ensure there would be no impacts pertaining to the unanticipated identification of human remains.</p> <p>In addition, the Project would comply with regulatory measures that have been identified in <b>Section 5.0</b> in the summary of <i>Regulatory Compliance Measures</i>, as follows:</p> <p><b>RCM-CR-1.</b> If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none"> <li>• Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033 (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)</li> <li>• If the remains are determined to be of Native American descent, the</li> </ul>

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	<p>the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.</p> <p>– If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	<p>Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).</p> <ul style="list-style-type: none"> <li>• The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.</li> <li>• The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.</li> <li>• If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.</li> </ul>

### Geology and Soils

Soil erosion, loss of topsoil, unstable geologic unit or soil, expansive soils	<p>PMM-GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geology and soils, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should</p>	<p>The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City which would address the potential for soil erosion impacts.</p> <p>The Project would comply with LAMC Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels.</p>
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**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

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	<p>identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</p> <p>b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.</p> <p>c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.</p> <p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned</p>	<p>Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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	wells are identified within construction areas to ensure the stability of nearby soils.	
Paleontological resources	<p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.</li> <li>b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if</li> </ul>	<p>The Project site has been previously graded and is not known to contain any unique paleontological resource or site or unique geologic feature. However, excavation of 6 subterranean levels is proposed as part of the Site 2 Development will involve excavation and grading that could result in impacts to any subsurface paleontological resources that may be present on the site.</p> <p>The Project would be required to comply with existing regulations, as identified in <b>Section 5.0</b> in the summary of <i>Regulatory Compliance Measures</i>, related to the inadvertent discovery of unknown paleontological resources, should they be encountered during ground disturbing activities. Specifically, the project would comply with:</p> <p><b>RCM GEO-2:</b> If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.</p>

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	<p>units with paleontological potential are present at the surface.</p> <p>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> <li>1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.</li> <li>2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.</li> <li>3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are</li> </ol>	

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	<p>encountered during such activities, consistent with the specified or comparable protocols.</p> <p>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	



Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
<b>Greenhouse Gas Emissions</b>		
	<p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: <ul style="list-style-type: none"> <li>i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</li> <li>ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.</li> <li>iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.</li> <li>iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment.</li> <li>v. Use high-efficiency lighting and cooking devices.</li> <li>vi. Incorporate passive solar design.</li> <li>vii. Use high-reflectivity building materials and multiple glazing.</li> <li>viii. Prohibit gas-powered landscape maintenance equipment.</li> <li>ix. Install electric vehicle charging stations.</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the Project's generation of GHG emissions would not have a significant impact on the environment as the Project would not conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of GHGs.</p> <p>Moreover, pursuant to California PRC Section 21159.28(a), a Sustainable Communities Environmental Assessment prepared for a residential or mixed use development that is consistent with the RTP/SCS, such as the Proposed Project, need not analyze or discuss project-specific or cumulative greenhouse gas emission impacts from mobile source emissions generated by cars and light duty trucks.</p> <p>Further, the Proposed Project would comply with applicable regulations that will have the same or similar intent as PMM-GHG-1, including, but not limited to, Title 24 2019, which required measures to increase energy efficiency; Section 4.408.1 of Title 24 Part 11, California Green Building Standards Code (CALGreen), which requires recycling of 65% of construction and demolition waste; AB 939, which requires diversion of at least 50 percent of solid waste to landfills; the 2019 L.A. Green Building Code, which among other things requires fixtures to reduce potable water consumption and therefore wastewater generation within the development by at least 20 percent (codified in LAMC Section 99.04.303); City Ordinance No. 186,485, which requires electric vehicle ready and electric vehicle charging infrastructure for new multi-family dwellings constructed on a building site (codified in LAMC Section 99.04.106.4.2); and Section 110.10(b) of the California Energy Code (Part 6 of Title 24) that requires 15 percent of the roof area to be solar ready.</p>

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>x. Reduce wood burning stoves or fireplaces.</li> <li>xi. Provide bike lanes accessibility and parking at residential developments.</li> </ul>	
	<ul style="list-style-type: none"> <li>b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the <i>State CEQA Guidelines</i>.</li> <li>c) Include off-site measures to mitigate a project's emissions.</li> <li>d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to: <ul style="list-style-type: none"> <li>i. Use energy and fuel-efficient vehicles and equipment;</li> <li>ii. Deployment of zero- and/or near zero emission technologies;</li> <li>iii. Use lighting systems that are energy efficient, such as LED technology;</li> <li>iv. Use the minimum feasible amount of GHG-emitting construction materials;</li> <li>v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;</li> <li>vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;</li> </ul> </li> </ul>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</i>	Applicability to Project
	<ul style="list-style-type: none"> <li>vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;</li> <li>viii. Incorporate design measures to reduce water consumption;</li> <li>ix. Use lighter-colored pavement where feasible;</li> <li>x. Recycle construction debris to maximum extent feasible;</li> <li>xi. Plant shade trees in or near construction projects where feasible; and</li> <li>xii. Solicit bids that include concepts listed above.</li> </ul>	
	<p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> <li>i. Promote transit-active transportation coordinated strategies;</li> <li>ii. Increase bicycle carrying capacity on transit and rail vehicles;</li> <li>iii. Improve or increase access to transit;</li> <li>iv. Increase access to common goods and services, such as groceries, schools, and day care;</li> <li>v. Incorporate affordable housing into the project;</li> <li>vi. Incorporate the neighborhood electric vehicle network;</li> <li>vii. Orient the project toward transit, bicycle and pedestrian facilities;</li> <li>viii. Improve pedestrian or bicycle networks, or transit service;</li> </ul>	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>ix. Provide traffic calming measures;</li> <li>x. Provide bicycle parking;</li> <li>xi. Limit or eliminate park supply through: <ul style="list-style-type: none"> <li>i. Elimination (or reduction) of minimum parking requirements</li> <li>ii. Creation of maximum parking requirements</li> <li>iii. Provision of shared parking.</li> </ul> </li> <li>xii. Unbundle parking costs;</li> <li>xiii. Provide parking cash-out programs;</li> <li>xiv. Implement or provide access to commute reduction program;</li> <li>f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;</li> <li>g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and</li> <li>h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> <li>i. Provide car-sharing, bike sharing, and ride-sharing programs;</li> <li>ii. Provide transit passes;</li> </ul> </li> </ul>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

<b>Topic</b>	<b>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</b>	<b>Applicability to Project</b>
	<ul style="list-style-type: none"> <li>iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;</li> <li>iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;</li> <li>v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;</li> <li>vi. Provide employee transportation coordinators at employment sites;</li> <li>vii. Provide a guaranteed ride home service to users of non-auto modes.</li> </ul>	
	<ul style="list-style-type: none"> <li>i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;</li> <li>j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> <li>i. Developing on infill and brownfields sites;</li> <li>ii. Building compact and mixed-use developments near transit;</li> <li>iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;</li> <li>iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and</li> </ul> </li> </ul>	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling, composting, and reuse.</li> <li>k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.</li> <li>l) Require at least five percent of all vehicle parking spaces include electric vehicle charging stations, or at a minimum, require the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in.</li> <li>m) Encourage telecommuting and alternative work schedules, such as: <ul style="list-style-type: none"> <li>i. Staggered starting times</li> <li>ii. Flexible schedules</li> <li>iii. Compressed work weeks</li> </ul> </li> <li>n) Implement commute trip reduction marketing, such as: <ul style="list-style-type: none"> <li>i. New employee orientation of trip reduction and alternative mode options</li> <li>ii. Event promotions</li> <li>iii. Publications</li> </ul> </li> <li>o) Implement preferential parking permit program</li> <li>p) Implement school pool and bus programs</li> <li>q) Price workplace parking, such as: <ul style="list-style-type: none"> <li>i. Explicitly charging for parking for its employees;</li> </ul> </li> </ul>	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>ii. Implementing above market rate pricing;</li> <li>iii. Validating parking only for invited guests;</li> <li>iv. Not providing employee parking and transportation allowances; and</li> <li>v. Educating employees about available alternatives.</li> </ul>	

### Hazards and Hazardous Materials

Routine transport use or disposal of hazardous materials, reasonably foreseeable upset, accident. Hazardous emissions near a school.	<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.</li> <li>b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</li> </ul>	<p>This mitigation measure is not incorporated because the Project's use of hazardous materials would not have a substantial adverse effect on the environment as the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, significant impacts would not occur, and no mitigation beyond compliance with regulatory requirements is applicable.</p> <p>Project construction would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials can include paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All such materials would be transported, used, and disposed of in conformance with all applicable regulatory requirements, thereby eliminating the risk of</p>
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**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> <li>– The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.</li> <li>– The location of such hazardous materials.</li> <li>– An emergency response plan including employee training information.</li> <li>– A plan that describes the way these materials are handled, transported and disposed.</li> </ul> <p>d) Follow manufacturer’s recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p>	<p>potentially significant hazards. In addition, Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers’ instructions.</p> <p>Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.</p>



**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</i>	Applicability to Project
	<ul style="list-style-type: none"> <li>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</li> <li>i) Identify and implement more stringent tank car safety standards.</li> <li>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</li> <li>k) Use the best available inspection equipment and protocols and implement positive train control.</li> <li>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</li> <li>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</li> <li>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.</li> <li>o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.</li> <li>p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.</li> <li>q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.</li> </ul>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
Accidental release of hazardous materials	<p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;</li> <li>b) More stringent tank car safety standards;</li> <li>c) Improved rail transportation route analysis, and modification of routes based on that analysis;</li> <li>d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;</li> <li>e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;</li> <li>f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;</li> <li>g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;</li> <li>h) Quarterly hazardous commodity flow information, including classification and characterization of</li> </ul>	<p>This mitigation measure is not incorporated because the Project's use of hazardous materials would not have a substantial adverse effect on the environment as the types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used during construction of residential developments and would include vehicle fuels, paints, oils, and transmission fluids. Similarly, the types and amounts of hazardous materials used during operation of the proposed residential and commercial uses would be typical of such developments and would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. In addition, all potentially hazardous materials would be used, stored, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. Any associated risk would be reduced through compliance with these standards and regulations. Therefore, significant impacts would not occur, and no mitigation beyond compliance with regulatory requirements is applicable.</p> <p>Project construction would involve the temporary transport, use, and disposal of potentially hazardous materials. These materials can include paints, adhesives, surface coatings, cleaning agents, fuels, and oils. All such materials would be transported, used, and disposed of in conformance with all applicable regulatory requirements, thereby eliminating the risk of potentially significant hazards. In addition, Project operation does not involve the routine transport, use, or disposal of potentially hazardous materials. Any potentially hazardous materials used would be similar to any other urban residential development, and may include cleaning solvents, paints, and pesticides for landscaping. These potentially hazardous materials would be in and stored in accordance with regulatory requirements and manufacturers' instructions.</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.	Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances.
Release of hazardous materials near schools	<p>PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Where the construction and operation of projects Involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</li> <li>b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</li> </ul>	This mitigation measure is not incorporated because the Project is not located within one-quarter mile of a school.
Hazardous materials sites, Government Code section 65962.5.	<p>PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a</li> </ul>	<p>Consistent with PMM HAZ-4, Phase I and Phase II Environmental Site Assessments (ESAs) were prepared for the Project site (see <b>Appendix F</b>). Based on the historical uses of the Project Site the potential to encounter soil contamination and subsurface structures during construction was identified and Soil Mitigation Plans (SMPs) were prepared to address the different conditions identified on Site 2 and Site 3.</p> <p>Implementation of these SMPs as required by <b>Mitigation Measure HAZ-1</b> during construction will mitigate potential impacts to less than significant. Implementation of this project mitigation measure will be comparable and equally effective, and, for this reason,</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</i>	Applicability to Project
	<p>review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</p> <p>b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <p>c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</p> <p>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p>	<p>this mitigation measure is not incorporated into the Project.</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.</li> <li>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</li> <li>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</li> <li>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or</li> </ul>	

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	disposal, in accordance with applicable local, state and federal laws and policies.	
	j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.	
	k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.	
	l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.	
	m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business	

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	<p>and Professions Code; Division 3; California Health and Safety Code Section 25915-25919.7; and other local regulations.</p>	
	<p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p>	
	<p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
Emergency evacuation response plans	<p>PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</li> <li>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</li> <li>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</li> </ul>	<p>This mitigation measure is not incorporated because the City determined, based on the analysis of this topic in <b>Section 6.0</b> of this SCEA that the Project would not result in a potentially significant impact related to any emergency response or emergency evacuation plans.</p>

**Hydrology and Water Quality**

<p>Violation of water quality standards or waste discharge requirements. Alteration of site drainage, runoff exceeding stormwater drainage system capacity, other</p>	<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</li> </ul>	<p>The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City.</p> <p>The Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements and minimize soil</p>
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and Criteria from Prior Applicable EIRs**

<b>Topic</b>	<b>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</b>	<b>Applicability to Project</b>
degrading water quality.	<ul style="list-style-type: none"> <li>b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.</li> <li>c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.</li> <li>d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.</li> <li>e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.</li> <li>f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:</li> <li>g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.</li> <li>h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.</li> <li>i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for</li> </ul>	<p>erosion and sedimentation from entering the storm drains during the construction period.</p> <p>Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 183,833) adopted to meet the requirements of the Municipal Separate Storm Sewer (MS4) Permit approved by the Los Angeles Regional Water Quality Control Board, the Project would be required to adhere to City discharge requirements and implement Best Management Practices (BMPs) to reduce stormwater pollution during demolition, grading, and construction activities. Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.</p> <p>To address potential impacts to water quality after the Project is built, the Project would be required to comply with the City's LID Ordinance (Ordinance No. 181,899). The LID Ordinance applies to all development and redevelopment in the City that requires or creates more than 500 square feet of impervious area. LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the runoff volume produced by the 85th percentile storm event in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Stormwater and Urban Runoff Pollution Control Ordinance, including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</i>	Applicability to Project
	rights-of-way, not just later during the facilities design and construction phase.	and discharge requirements or otherwise substantially degrade water quality.
	j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.	
	k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.	
	l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.	
	m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	

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Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	<p>PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoid designs that require continual dewatering when feasible.</li> </ul> <p>For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <ul style="list-style-type: none"> <li>a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.</li> <li>b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.</li> <li>c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.</li> </ul>	This mitigation measure is not incorporated because the Project site is located in an urban setting and is developed as impervious surface parking. The Project would not require continual dewatering. During operation, the Project would be required to comply with the City's LID Ordinance and would not obstruct existing flood flows.

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
Structures within 100-year floodplain hazard area, risk due to levee or dam failure, seiche, tsunami, or mud flow.	<p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a.) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	This mitigation measure is not incorporated because there are no waterbodies within or near the Project Site, flooding is not expected to occur on- or off-site. The Project Site is not within a 100-year or 500-year flood hazard area according to Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map.

**Land Use and Planning**

Physically divide a community.	<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Facilitate good design for land use projects that build upon and improve existing circulation patterns.</p> <p>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:</p>	This mitigation measure is not incorporated because the Project does not contain features or new infrastructure that would cause a permanent disruption in the physical arrangement of the established community. The Project would include pedestrian improvements, both along the existing street right-of-way and through the site between Olive Street and the South Park Commons, which would help connect the community in a manner that is consistent with this measure.
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**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	<i>Connect SoCal: 2020–2045 RTP/SCS PEIR</i> Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>– Selecting alignments within or adjacent to existing public rights of way.</li> <li>– Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.</li> <li>– Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).</li> </ul> <p>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</p> <ul style="list-style-type: none"> <li>– Alignment shifts to minimize the area affected.</li> <li>– Reduction of the proposed right-of-way take to minimize the overall area of impact.</li> <li>– Provisions for bicycle, pedestrian, and vehicle access across improved roadways.</li> </ul>	
Land use plans, policies, and regulations.	<p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that conflict with an adopted policy or regulation, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering</p>	<p>This mitigation measure is not incorporated because, as set forth in this document, the Project is consistent with the general use designation, density, building intensity, and applicable policies of SCAG's <i>Connect SoCal: 2020–2045 RTP/SCS</i> as well as the RTP/SCS's goals and policies. Accordingly, the Project does not conflict with the <i>Connect SoCal: 2020–2045 RTP/SCS</i>.</p> <p>In addition, the Project is consistent with applicable policies in the City's <i>General Plan</i>, including Framework Element Objective 3.13 regarding the development of multi-family residential developments along corridors that are well-served by transit.</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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	benefits of the project warrant an amendment to the general plan or land use regulation.	<p>The Project Site is also subject to the Central City Community Plan, and the Project is consistent with its land use designation of Regional Center Commercial as well as the existing zoning designation zoned C2-4D-O allowing for residential uses.</p> <p>Moreover, as a multi-family residential transit-oriented project the Project is consistent with the Community Plan's goals and objectives regarding the provision of encouraging alternative modes of transportation.</p> <p>As such, the Project would be consistent with applicable regional and local land use plans, policies, and regulations and this mitigation measure is not applicable.</p>

**Mineral Resources**

Loss of availability of a known mineral resource.	<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</li> <li>b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have</li> </ul>	<p>This mitigation measure is not incorporated because the Project site is not a source of mineral resources that are of value to the region. The Project is not located within a designated MRZ-2 Area, but it is located in both an Oil Drilling District and a State-designated oil field as it is within the boundaries of the LA Downtown Oil Field. However, the site is not used for oil extraction and the Project would not preclude the extraction from the LA Downtown Oil Field from other sites. As such, this mitigation measure is not applicable to the Project.</p>
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**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>been identified in county and city general plans, or other comparable measures such as:</p> <ol style="list-style-type: none"> <li>1. Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.</li> <li>2. Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.</li> <li>3. Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.</li> <li>4. Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.</li> </ol>	
<b>Noise</b>		
<p>Expose people to noise in excess of local standards. Excessive groundborne vibration or</p>	<p>PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that expose people to excessive noise levels, as applicable and feasible. Such measures may</p>	<p>This mitigation measure is not incorporated because comparable mitigation is identified that will be applied to the Project. The Initial Study portion of this SCEA concluded that noise during construction has the potential to impact noise sensitive uses in the vicinity of the Project Site. Comparable mitigation measures have been identified requiring construction management techniques that would reduce noise to a less than</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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<b>Topic</b>	<b>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</b>	<b>Applicability to Project</b>
noise levels. Substantial permanent increase in noise level. Substantial temporary increase in noise levels.	<p>include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Install temporary noise barriers during construction.</li> <li>b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.</li> <li>c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance</li> <li>d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</li> <li>e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</li> <li>f) Designate an on-site construction complaint and enforcement manager for the project.</li> <li>g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust</li> </ul>	<p>significant level. The mitigation measure included in the Initial Study is consistent with PMM Noise-1. As such, the Project would substantially conform with this mitigation measure.</p> <p>Project-related operational noise sources such as air conditioning units, other electrical equipment and parking structure vehicle movements would be required to comply with the City of Los Angeles' Building Code, Section 91.1207.14.2, which requires the Project to provide sufficient noise attenuation measures to achieve the 45 DBA CNEL interior noise level standard. Furthermore, the Project would be required to comply with LAMC Section 112.02's noise level standards, which restrict noise level increases from exceeding 5 DBA over the existing or presumed ambient noise level at an adjacent property line. In addition, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five dB.</p>



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	ports on power equipment shall be muffled or shielded.	
	h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 DBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 DBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.	
	i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.	
	j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.	
	k) Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned.	
	l) Projects that require pile driving or other construction noise above 90 DBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90	

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	<p>DBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</p> <p>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</p> <p>n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</p> <p>o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.</p> <p>p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</p> <p>q) Use of portable barriers in the vicinity of sensitive receptors during construction.</p> <p>r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets) and implement if such</p>	

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	<p>measures are feasible and would noticeably reduce noise impacts.</p> <ul style="list-style-type: none"> <li>s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</li> <li>t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.</li> <li>u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</li> <li>v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.</li> <li>w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.</li> <li>x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.</li> <li>y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</li> </ul>	

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<b>Topic</b>	<b>Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure</b>	<b>Applicability to Project</b>
Expose people to excessive groundborne vibration or noise.	<p>PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to temporary construction noise, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.</li> <li>b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.</li> <li>c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.</li> <li>d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.</li> </ul>	<p>This mitigation measure is not incorporated because the generation of groundborne vibration during construction of the Project would not have a substantial adverse effect on the environment. The Project would be constructed using typical construction techniques; no blasting, impact pile driving, or jackhammers would be required. Forecasted vibration levels due to on-site construction activities would not exceed the building damage significance threshold of 0.12 peak particle velocity (ppv) as discussed in Section 4.0 of this SCEA.</p>

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	<ul style="list-style-type: none"> <li>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).</li> <li>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</li> </ul>	
<b>Population, Housing and Employment</b>		
Displacement of housing requiring replacement housing elsewhere.	<p>PMM-POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.</li> <li>b) Prioritize the use of existing ROWs, wherever feasible.</li> <li>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</li> <li>d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and</li> </ul>	This mitigation measure is not incorporated because there is no housing presently located on the Project Site. The Project would not result in displacement of any existing housing. Furthermore, the Project would develop new housing units on the Project Site.

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	<p>encouraged by the SCS (primarily TPAs, where applicable).</p> <p>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</p>	
<b>Public Services</b>		
<p>Adverse effects associated with new or physically altered government facilities for fire protection, police protection, and emergency response.</p>	<p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated into the project description.</li> <li>• Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.</li> <li>• Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of</li> </ul>	<p>This mitigation measure is not incorporated because the City has determined, based on the analysis of this topic in <b>Section 6.0</b> of this SCEA, that the Project would not result in a potentially significant impact related to emergency response facilities.</p> <p>In addition, the Project would substantially conform with PMM PSP-1 through its required compliance with existing regulatory requirements. The LAFD considers fire protection services for a project adequate if the project is within the maximum response distance for the type of land use proposed. LAMC Section 57.507.3.3 states the maximum response distances for highly intensive industrial and commercial land uses is 1 mile for an engine company and 1.5 miles for a truck company, while the maximum response distances for high-density residential and commercial neighborhood land uses such as the Project are 1.5 miles for an engine company and 2 miles for a truck company. If these distances are exceeded, all new structures would be required to install automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Code (e.g., fire signaling systems, fire extinguishers, smoker removal systems). With such systems installed, fire protection would be considered adequate even if the Project is located beyond the maximum response distance.</p> <p>The proposed Project is located approximately 0.25 miles east of LAFD Station 10 (the first response station</p>

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	<p>traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.</p>	<p>for the Project), which is equipped with an assessment light force, a paramedic rescue ambulance, and a BLS rescue ambulance.</p> <p>The Project Site therefore meets the distance requirements of LAMC Section 57.507.3.3, even for the highly intensive land use category of industrial/commercial. However, a final determination regarding response distances would be made by the LAFD during the Project’s plan check process, and if LAFD determines the Project is outside of the maximum response distance for both an engine and a truck company, the Project would be required to install automatic fire sprinkler systems and any other fire protection devices deemed necessary by the City of Los Angeles Fire Code, as set forth in the LAMC (e.g., fire signaling systems, fire extinguishers, smoker removal systems, etc.).</p> <p>The Project would also be required to demonstrate compliance with Fire Code requirements as part of LAFD’s hydrant and access plan check review as well as LAFD’s fire and life safety plan review and inspection for new construction projects, as set forth in LAMC Section 57.118. In addition, the Applicant shall submit an emergency response plan to Los Angeles Fire Department prior to occupancy of the Project for review and approval. The emergency response plan would include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire stations. Furthermore, any required modifications shall be identified and implemented prior to occupancy of the Project.</p> <p>Compliance with all State and City regulatory requirements and guidelines that address fire flow, response distance, and emergency access will be equal to or more effective than PMM PSP-1.</p>

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		<p>The Project would substantially conform to this mitigation measure. The Project Site and the surrounding area are currently served by the Los Angeles Police Department (LAPD) Hollywood Station. The Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios. In addition, the Project will generate revenues to the City’s General Fund (in the form of property taxes, sales tax revenue, etc.) that could be applied toward the provision of new police facilities and related staffing in the community, as deemed appropriate. The Project’s design, which includes security features, as well as the Project’s contribution to the General Fund, would help offset the Project related increase in demand for police services. As such, the Project would not cause significant impacts associated with new or physically altered police protection facilities. In addition, the Project incorporates measures that comply with the City’s public safety policies. These measures include implementation of on-site security features, coordination with the LAPD, and incorporation of crime prevention features such as fencing of construction sites:</p> <p>Provide temporary, 6-foot-high, commercial grade, chain-link construction fences to protect construction zones on the Project Site.</p> <p>Incorporate landscaping designs that will allow high visibility around the buildings and shall consult with the LAPD with respect to its landscaping plan.</p> <p>Provide security lighting around buildings and parking areas in order to improve security and shall consult with the LAPD as to its lighting plan.</p> <p>Provide the LAPD with the opportunity to review Project plans at the plan check stage of plan approval and shall incorporate any reasonable LAPD recommendations.</p>



**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
		<p>Provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD, to facilitate police response.</p> <p>Compliance with all State and City regulatory requirements and guidelines that address police protection will be equal to or more effective than PMM PSP-1, and will thus, ensure conformance with the mitigation measure.</p>
Adverse effects associated with new or physically altered government facilities for schools.	<p>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	<p>This mitigation measure is not incorporated because the Project would comply with existing regulatory requirements. Specifically, payment of required school fees to LAUSD is required by law and is considered full mitigation of all impacts to schools pursuant to SB 50 and California Government Code Section 65995. Therefore, pursuant to existing regulatory requirements the Project would be in substantial conformance with this mitigation measure.</p>
Adverse effects associated with new or physically altered government facilities for libraries.	<p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</p>	<p>This mitigation measure is not incorporated because the LAPL has no plans to construct any new libraries, so no impacts from construction would result from Project implementation. Therefore, this mitigation does not apply.</p>

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
<b>Parks and Recreation</b>		
Increase use and physical deterioration of recreational facilities.	<p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</li> <li>b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> <li>i. Increasing the accessibility to natural areas for outdoor recreation</li> <li>ii. Utilizing “green” development techniques</li> <li>iii. Promoting water-efficient land use and development</li> <li>iv. Encouraging multiple uses, such as the joint use of schools</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the Project would comply with existing regulatory requirements. Specifically, any potential adverse effects to City recreational facilities by Project residents would be minimized through compliance with LAMC Section 12.21 (G), pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. In addition, pursuant to LAMC Section 21.10.3, the Project will be required to make payment of any required dwelling unit construction tax to the City. The project would also pay the City-wide Park Fee.</p> <p>Therefore, pursuant to existing regulatory requirements, the Project would be consistent with this mitigation measure, would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and 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.</p>

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v. Including trail systems and trail segments in General Plan recreation standards.

### Transportation, Traffic, and Safety

Conflict with measures of effectiveness for performance of the circulation system.	<p>PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>• Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration’s publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> <li>– include TDM mitigation requirements for new developments;</li> <li>– incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;</li> <li>– provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;</li> </ul> </li> </ul>	<p>This mitigation measure is not incorporated because the Project is well served by local and regional transit opportunities, is located within a Transit Priority Area (TPA). and provides for alternative modes of transportation including bicycling, and walking. Transit opportunities in the Project Site include various routes operated by Metro, including the Metro A Line (Blue) and Metro E Line (Expo), at Pico / Flower Station, located less than ½ mile from the Project Site.</p> <p>Furthermore, as demonstrated in the Transportation Assessment prepared for the Project by Gibson Transportation Consulting, Inc. (see <b>Appendix J</b>), the Project would not conflict with measures of effectiveness for the performance of the circulation system. The Project would provide adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets. Specifically, the Project would not conflict with or be inconsistent with applicable City transportation plans or policies, would not result in any impacts pertaining to VMT, and would not result in any increased hazards due to a geometric design feature. In addition, the Project would not require temporary transit stop relocations and would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities. As such, this mitigation measure is not applicable.</p>
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**4.0 Incorporation of Mitigation Measures, Performance Standards,  
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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>– implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;</li> <li>– develop TDM-specific performance measures to evaluate project-specific and system-wide performance;</li> <li>– incorporate TDM performance measures in the decision-making process for identifying transportation investments;</li> <li>– implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and</li> <li>– set aside funding for TDM initiatives.</li> <li>– The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.</li> </ul>	
Inadequate emergency access. Impair or interfere with Emergency Response Plan or Evacuation Plan.	PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:	This mitigation measure is not incorporated because the Project includes the preparation and implementation of a Construction Traffic Management Plan that includes comparable measures to avoid any effects on emergency response and evacuation plans. <b>PDF TRANS-1</b> describes the requirements for this Construction Traffic Management Plan:  <b>PDF TRANS-1:</b> A Construction Traffic Management Plan, including street closure information, a detour plan, haul routes,

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	<p>a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:</p> <ul style="list-style-type: none"> <li>– Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.</li> <li>– Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.</li> <li>– Scheduling of truck trips outside of peak morning and evening commute hours.</li> <li>– Limiting of lane closures during peak hours to the extent possible.</li> <li>– Usage of haul routes minimizing truck traffic on local roadways to the extent possible.</li> <li>– Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.</li> <li>– Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.</li> </ul>	<p>and a staging plan, will be prepared as part of the Project and submitted to the City for review and approval, prior to commencing construction. The Construction Traffic Management Plan will formalize how construction will be carried out and identify specific actions to be required to reduce effects on the surrounding community. The Construction Traffic Management Plan will be based on the specific characteristics and timing of 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:</p> <ul style="list-style-type: none"> <li>• Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.</li> <li>• Prohibition of construction worker or equipment parking on adjacent streets</li> <li>• Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Olive Street and 11th Street, to ensure traffic safety on public rights of way</li> <li>• Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men)</li> </ul>

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Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>– Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</li> <li>– Storage of construction materials only in designated areas.</li> <li>– Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. – Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.</li> <li>– Enhance emergency preparedness awareness among public agencies and with the public at large.</li> </ul>	<ul style="list-style-type: none"> <li>• Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets</li> <li>• Potential sequencing of construction activity for Phase 1 and Phase 2 (Full Buildout) of the Project to reduce the amount of construction-related traffic on arterial streets</li> <li>• Containment of construction activity within the Project Site boundaries</li> <li>• Construction-related vehicles/equipment shall not park on surrounding public streets</li> <li>• Coordination with Metro to address any transit stop relocations</li> <li>• Coordination with LADOT Parking Meter Division to address loss of metered parking spaces</li> <li>• Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate</li> </ul> <p>Additionally, the Project would be subject to the City's existing regulations that require the Project to comply with the Fire Code and LAMC emergency access requirements. Additionally, the LAFD would require the Project Applicant to prepare an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments.</p>

***Tribal Cultural Resources***

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
Tribal cultural resources.	<p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;</li> <li>b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;</li> <li>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</li> </ul>	<p>The Project is located within a highly developed urban area on a previously disturbed site and the potential for discovery of archaeological or tribal cultural resources is considered low. There are no known historic resources or archaeological resources, including tribal resources, on the Project Site that are listed or eligible for listing in the California Register of Historical Resources or the City of Los Angeles Historic-Cultural Monument List. The City is not aware of substantial evidence of any significant tribal cultural resources or other archeological resources on or adjacent to the Project Site that could be affected by the Project. As such, this mitigation measure does not apply.</p> <p>Furthermore, the project would be subject to the City's standard condition of approval for the inadvertent discovery of cultural artifacts during excavation.</p>
<b>Utilities and Service Systems</b>		
Landfill capacity, solid waste diversion.	<p>PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may</p>	<p>This mitigation measure is not incorporated because the Project would comply with existing regulations. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe</p>

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	<p>include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>a) Reuse and minimization of construction and demolition (C&amp;D) debris and diversion of C&amp;D waste from landfills to recycling facilities.</li> <li>b) Inclusion of a waste management plan that promotes maximum C&amp;D diversion.</li> <li>c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</li> <li>d) Reuse of existing structure and shell in renovation projects.</li> <li>e) Development of indoor recycling program and space.</li> <li>f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</li> <li>g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green</li> </ul>	<p>transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (ColWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the ColWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent ColWMP 2018 Annual Report for Los Angeles County states that no solid waste disposal capacity shortfall is anticipated within the next 15 years (i.e., until 2033) under current conditions.</p> <p>The City's Solid Waste Management Policy Plan (CiSWMPP) is a long-range policy plan adopted in 1993 to provide direction for solid waste management. The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020.</p> <p>The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012. The City has also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA), which has the primary objective of achieving a zero-waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The Project would be required to reduce the total estimated waste output through these established City recycling programs and would also be subject to the City's Recycling Space Allocation Ordinance (Ordinance No. 171,687), which establishes requirements for the inclusion of recycling areas or rooms within development projects.</p> <p>In addition, in compliance with existing City standards and regulations, the Project would be required to</p>



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	<p>technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <p>i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.</p> <p>j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.</p> <p>k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.</p> <p>l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.</p> <p>m) Provide education and publicity about reducing waste and available recycling services.</p> <p>n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food</p>	<p>recycle construction and demolition (C&amp;D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling Ordinance) that requires all mixed C&amp;D waste generated within City limits to be taken to City-certified C&amp;D waste processors. During construction, temporary waste separation bins would be provided onsite and would be disposed of properly as a part of the Project's regular solid waste disposal program. Compliance with these regulations would ensure that construction waste is recycled and disposed of properly. Overall, compliance with existing regulations would ensure that the Project's waste disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving conformance with this mitigation measure.</p>

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	and green waste recycling) and providing public education and publicity about recycling services.	
Require new or expanded entitlements for wastewater treatment.	<p>PMM-USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</li> </ul>	<p>This mitigation measure is not incorporated because the Project would adhere to all applicable controls imposed via existing City and State regulations, including compliance with the LID Ordinance and SUSMP regulations. Runoff from the Project Site would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system, captured in on-site below grade cisterns, and/or directed to the existing City storm drain system. Therefore, through compliance with these existing regulatory requirements, the Project would not result in a significant increase in site runoff or significant changes in local drainage patterns, would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems, and would not require or result in construction of new storm water drainage facilities or expansion of existing facilities.</p>
Require new or expanded entitlements for water supply.	<p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not incorporated because the Project will comply with applicable existing water conservation regulations and the growth associated with the Project is consistent with current regional population projections.</p> <p>The projected population increase at the Project Site would be consistent with SCAG's population projections</p>

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	<ul style="list-style-type: none"> <li>a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</li> <li>b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.</li> <li>c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.</li> <li>d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater on site to tertiary standards and use it for non-potable uses on site.</li> </ul>	<p>for the City. Specifically, the addition of 3010 residents represents a 0.077 percent increase in resident population estimates for the City in 2016 (3010/3933800 total LA residents 2016 *100) and 0.063 percent of the estimated population in the City by 2045 (3010/4771300 project LA population 2045 *100). This increase would not be considered a substantial increase in population for the area and is within the anticipated SCAG forecast for population.</p> <p>These 1,249 residential units would represent a 0.091 percent increase in the overall estimated housing units for the City in 2016 (1249/1367000 LA units 2016 *100) and 0.070 percent of the estimated housing units for the City by 2045 (1249/1793000 LA units 2045 *100). This increase would not be considered a substantial increase in housing for the area as the addition of 1,249 new multifamily residential units is within the anticipated housing increases based on SCAG projections for housing.</p> <p>Due to its consistency with these regional and local plans and policies, the Project would not induce significant growth or accelerate development in an undeveloped area that exceeds projected/planned levels. Moreover, the Los Angeles Department of Water and Power (LADWP) prepares an Urban Water Management Plan (UWMP) for City adoption every five years. The 2015 UWMP is based on SCAG population projections and determined that sufficient water supplies exist to serve the City through 2040. This increase would not be considered a substantial increase in population for the area and is within the anticipated SCAG forecast for population.</p> <p>In addition, to ensure that water demand is reduced to the extent feasible, the Project would be required to comply with City Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, installation, and</p>

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		<p>maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).</p> <p>In addition, the project would be consistent with the State Water Code (Section 10910-10915 and the California Green Building Code which addresses water supply within the City.</p> <p>Thus, it is reasonably anticipated that the Project would not create any water system capacity issues, and sufficient reliable water supplies would be available to meet Project demands. To further ensure consistency with State, regional, and local water conservation regulations as well as PMM USWS-1, the Project would meet the requirements of the Los Angeles Green Building Code and the requirements of Title 24 Building Energy Efficiency Standards and would adhere to the regulatory requirements of the City's Landscape Ordinance.</p> <p>In addition, the Project would be required to comply with City Ordinance No. 170,978 (Landscape Ordinance). Water demand will be further reduced through incorporation of the following:</p> <ul style="list-style-type: none"> <li>– Weather-based irrigation controller with rain shutoff.</li> <li>– Matched precipitation (flow) rates for sprinkler heads at turf areas.</li> <li>– Drip / microspray / subsurface irrigation where appropriate.</li> <li>– Minimum irrigation system distribution uniformity of 75 percent.</li> </ul>

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		<ul style="list-style-type: none"> <li>– Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials.</li> <li>– Use of landscape contouring to minimize precipitation runoff.</li> <li>– A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.</li> <li>– The Project will be in substantial conformance with this mitigation measure.</li> </ul>
<b>Wildfire</b>		
Wildfire risk.	<p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li>a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.</li> <li>b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.</li> <li>c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.</li> </ul>	<p>This mitigation measure is not incorporated because the Project is not located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City General Plan's Safety Element. The Project is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. Therefore, PMM WF-1 would not apply.</p>

**4.0 Incorporation of Mitigation Measures, Performance Standards,  
and Criteria from Prior Applicable EIRs**

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<ul style="list-style-type: none"> <li>d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.</li> <li>e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.</li> <li>f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.</li> <li>g) Include external sprinklers with an independent water source to reduce flammability of structures.</li> <li>h) Include local solar power paired with batteries to reduce power flow in electricity lines.</li> <li>i) For developments in high fire-prone areas, have a fire protection plan for residents and businesses.</li> <li>j) Provide fire hazard and fire safety education for homeowners in or near fire hazard areas.</li> <li>k) Developments in fire-prone areas should have fire-resistant feature, such as: <ul style="list-style-type: none"> <li>– Ember-resistant vents</li> <li>– Fire-resistant roofs</li> <li>– Surrounding defensible space</li> <li>– Proper maintenance and upkeep of structures and surrounding area</li> </ul> </li> </ul>	
Very High Hazard Severity Zones, SRAs.	PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or	This mitigation measure is not incorporated because the Project is not located within a designated Fire Buffer Zone or Mountain Fire District by the 1996 City General Plan's Safety Element. The Project is not located in or near state responsibility areas or lands classified as

Topic	Connect SoCal: 2020–2045 RTP/SCS PEIR Mitigation Measure	Applicability to Project
	<p>other comparable measures identified by the Lead Agency:</p> <p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to:</p> <ul style="list-style-type: none"><li>– Submit a fire protection plan including the designation of fire watch staff;</li><li>– Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;</li><li>– Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and</li><li>– Designate trained fire watch staff during project construction to reduce risk of fire hazards.</li></ul>	<p>very high fire hazard severity zones. Therefore, PMM WF-2 would not apply.</p>

Source: Southern California Association of Governments. *Connect SoCal: 2020–2045 SCAG/RTP SCS Final EIR*.

### 5.3 SUMMARY OF PROJECT DESIGN FEATURES, MITIGATION MEASURES, AND REGULATORY COMPLIANCE MEASURES

The following summarizes the project design features (PDFs), mitigation measures (MMs) and specific regulatory compliance measures (RCMs), that have been identified for this Project that help reduce to a level of insignificance or avoid potentially significant or significant impacts on the environment.

#### AESTHETICS

##### Project Design Features

No Project Design Features are proposed for Aesthetics.

##### Mitigation Measures

No Mitigation Measures are proposed for Aesthetics.

##### Regulatory Compliance Measures

No regulatory compliance measures are identified.

#### AGRICULTURAL AND FOREST RESOURCES

##### Project Design Features

No Project Design Features are proposed for Agricultural and Forest Resources.

##### Mitigation Measures

No Mitigation Measures are proposed for Agricultural and Forest Resources.

##### Regulatory Compliance Measures

No regulatory compliance measures are identified.

#### AIR QUALITY

##### Project Design Features

No Project Design Features are proposed for Air Quality.

##### Mitigation Measures

No mitigation measures are required for Air Quality.

##### Regulatory Compliance Measures

**RCM AQ 1.** Consistent with SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation, the following measures shall be incorporated into Project plans and specifications:



- a) Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.
- b) All diesel-powered off-road construction equipment greater than 50 horsepower shall meet United States Environmental Protection Agency (USEPA) Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.
- c) All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.
- d) When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.

**RCM AQ 2:** **Rule 402 (Nuisance).** This rule states that a “person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or to the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”

**RCM AQ 3:** **Rule 403 (Fugitive Dust).** This rule requires fugitive dust sources to implement BACMs for all sources and prohibits all forms of visible particulate matter from crossing any property line. BACMs may include application of water or chemical stabilizers to disturbed soils covering haul vehicles; restricting vehicle speeds on unpaved roads to 15 miles per hour (mph); sweeping loose dirt from paved site-access roadways; cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. SCAQMD Rule 403 is intended to reduce PM10 emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust (see also Rule 1186).

**RCM-AQ-4:** **Rule 1113 (Architectural Coatings).** This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

Stationary emissions sources subject to these rules are regulated through SCAQMD's permitting process. Through this permitting process, SCAQMD

also monitors the amount of stationary emissions being generated and uses this information in developing AQMPs.

## BIOLOGICAL RESOURCES

### Project Design Features

No Project Design Features are proposed for Biological Resources.

### Mitigation Measures

No mitigation measures are required for Biological Resources.

### Regulatory Compliance Measures

**RCM-BIO-1:** Tree Removal (Public Right-of-Way). Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works. Per Section 62.177 of the LAMC, the Applicant shall pay an in-lieu tree replacement fee for any trees removed in the public right-of-way that cannot be replaced on site.

**RCM-BIO-2:** Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction

within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The Applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such records shall be submitted and received into the case file for the associated discretionary action permitting the project.

## CULTURAL RESOURCES

### Project Design Features

No Project Design Features are proposed for Cultural Resources.

### Mitigation Measures

**PMM CULT-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.
- During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.
- Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:

- Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
  - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.
- e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.
- f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.
- g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.

- h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.
  
- i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.
  
- j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that

the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS

- k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.
- l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

### Regulatory Compliance Measures

**RCM-CR-1.** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033 (323) 343-0512 (8 a.m. to 5 p.m. Monday through Friday) or (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendant may request mediation by the NAHC.

## ENERGY

### Project Design Features

- PDF-ENG-1:** Energy efficient lighting fixtures.
- PDF-ENG-2:** ENERGY Star rated appliances for residential dwelling units.
- PDF-ENG-3:** Low-flow water features.
- PDF-ENG-4:** Energy efficient mechanical heating and ventilation systems.

### Mitigation Measures

No Mitigation Measures are proposed for Energy.

### Regulatory Compliance Measures

No regulatory compliance measures are identified.

## GEOLOGY AND SOILS

### Project Design Features

No Project Design Features are proposed for Geology and Soils.

### Mitigation Measures

- PMM GEO-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:
- a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.

- b) Obtain review by a qualified paleontologist (e.g., who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.
- c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.
- d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:
  - 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
  - 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
  - 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
  - 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a



paleontological monitor to be present during ground disturbance in these areas.

- e) Avoid routes and project designs that would permanently alter unique geological features.
- f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.
- g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.
- h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the CEQA lead and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

### Regulatory Compliance Measures

**RCM GEO-1:** As required by LAMC Section 91.7006, A final, design level, geotechnical, geologic, and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a California-registered geotechnical engineer and shall be submitted to the LADBS. The final geotechnical, geologic, and seismic hazard investigation report would specify exact design coefficients, as well as the type and sizing of structural building materials, site preparation requirements, and foundation design requirements; and demonstrate that construction procedures would meet the established performance standards. The site-specific geotechnical report shall be prepared to the written satisfaction of LADBS.

**RCM GEO-2:** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

## GREENHOUSE GAS EMISSIONS

### Project Design Features

No Project Design Features are proposed for Greenhouse Gas Emissions.

### Mitigation Measures

No Mitigation Measures are required for Greenhouse Gas Emissions.

### Regulatory Compliance Measures

No Regulatory Compliance Measures are identified for Greenhouse Gas Emissions.

## HAZARDS AND HAZARDOUS MATERIALS

### Project Design Features

No Project Design Features are proposed for Hazards and Hazardous Materials.

### Mitigation Measures

**HAZ-MM-1:** The Soil Mitigation Plans for Site 2 dated November 2022, and for Site 3, dated September 2022, shall be implemented during construction.

### Regulatory Compliance Measures

**RCM-HAZ-1.** The project shall provide a methane mitigation system as required by the Los Angeles Building Code Chapter 71, Methane Mitigation Standards Ordinance.

## HYDROLOGY AND WATER QUALITY

### Project Design Features

No Project Design Features are proposed for Hydrology and Water Quality.

### Mitigation Measures

No mitigation measures are required for Hydrology and Water Quality.

### Regulatory Compliance Measures

No Regulatory Compliance Measures are identified for Hydrology and Water Quality.

## LAND USE AND PLANNING

### Project Design Features

No Project Design Features are proposed for Land Use.

### Mitigation Measures

No mitigation measures are required for Land Use.

Regulatory Compliance Measures

No regulatory compliance measures are identified.

**MINERAL RESOURCES**Project Design Features

No Project Design Features are proposed for Mineral Resources.

Mitigation Measures

No mitigation measures are required for Mineral Resources.

Regulatory Compliance Measures

No regulatory compliance measures are identified.

**NOISE**Project Design Features

No Project Design Features are proposed for Noise.

Mitigation Measures**MM-NOISE-1: Construction Noise**

- The Project contractor(s) shall employ state-of-the-art noise minimization strategies when using mechanized construction equipment. The contractor(s) shall limit unnecessary idling of equipment on or near the site. The contractor(s) shall place noisy construction equipment as far from the Project Site edges as practicable. The Project contractor(s) shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards. For example, absorptive mufflers are generally considered commercially available, state-of-the-art noise reduction for heavy duty equipment.
- Install temporary noise barrier that can achieve approximately 1.5 dB of additional noise level reduction for each one (1) meter (3.3 feet) of barrier height.
- Limit the number of noise-generating heavy-duty construction equipment (e.g., dozers, rollers, tractors, etc.) within 50 feet of the nearest sensitive receptor to two (2) pieces operating simultaneously.
- Install temporary noise barriers during construction.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance.
- Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps).

- Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.

### Regulatory Compliance Measures

No regulatory compliance measures are identified for Noise.

## **POPULATION AND HOUSING**

### Project Design Features

No Project Design Features are proposed for Population and Housing.

### Mitigation Measures

No mitigation measures are required for Population and Housing.

### Regulatory Compliance Measures

No regulatory compliance measures are identified for Population and Housing.

## **PUBLIC SERVICES**

### Project Design Features

No Project Design Features are proposed for Public Services.

### Mitigation Measures

No mitigation measures are required for Public Services.

### Regulatory Compliance Measures

No Regulatory Compliance Measures are identified for Public Services.

## **RECREATION**

### Project Design Features

No Project Design Features are proposed for Recreation.

### Mitigation Measures

No mitigation measures are required for Recreation.

## Regulatory Compliance Measures

No regulatory compliance measures have been identified for Recreation.

## **TRANSPORTATION**

### Project Design Features

**PDF TRANS-1:** A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, would be prepared and submitted to the City for review and approval, prior to commencing construction. The Construction 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 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:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction workers or equipment parking on adjacent streets.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to Olive Street and 11th Street, to ensure traffic safety on public rights of way.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for Phase 1 and Phase 2 (Full Buildout) of the Project to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Project Site boundaries.
- Construction-related vehicles/equipment shall not park on surrounding public streets.
- Coordination with Metro to address any transit stop relocations.
- Coordination with LADOT Parking Meter Division to address loss of metered parking spaces.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.

### Mitigation Measures

No mitigation measures are required for Transportation.

### Regulatory Compliance Measures

No regulatory compliance measures have been identified for Transportation.

## **TRIBAL CULTURAL RESOURCES**

### Project Design Features

No project design features are required for Tribal Cultural Resources.

### Mitigation Measures

No mitigation measures are required for Tribal Cultural Resources.

### Regulatory Compliance Measures

No regulatory compliance measures are identified for Tribal Cultural Resources.

## **UTILITIES AND SERVICE SYSTEMS**

### Project Design Features

No project design features are required for Utilities.

### Mitigation Measures

No mitigation measures are required for Utilities.

### Regulatory Compliance Measures

No regulatory compliance measures are identified for Utilities.

## **WILDFIRE**

### Project Design Features

No project design features are required for Wildfire.

### Mitigation Measures

No mitigation measures are required for Wildfire.

### Regulatory Compliance Measures

No specific regulatory compliance measures were identified for Wildfire.

## **MANDATORY FINDINGS OF SIGNIFICANCE**

See above project design features, mitigation measures, and regulatory compliance measures.