

Attachment G:
Mitigation Measures from Prior EIRs

APPENDIX G

MITIGATION MEASURES FROM PRIOR EIRS

Incorporation of Applicable Mitigation Measures from Prior EIRs

Public Resources Code (PRC) Section 21151.2 requires that a Transit Priority Project (TPP) also incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior applicable EIRs include SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs.

The Mitigation Monitoring and Reporting Programs for the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS Program EIRs (SCAG MMRPs) include programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

As stated by SCAG, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or tier from the Program EIRs, project-level mitigation measures included in the Program EIRs (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIRs is intended to supersede existing regulations and policies of individual jurisdictions. 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 Program EIRs as appropriate to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

To comply with PRC Section 21151.2, the City has reviewed all mitigation measures contained in the SCAG MMRPs (shown on Table G-1 and G-2) and determined their applicability to the Project. For each such mitigation measure, the City considered whether to incorporate the mitigation measure from SCAG's Program EIRs or whether an equally effective existing City mitigation measure/standard condition of approval other City regulation or federal, state, or regional regulation would supersede SCAG's mitigation measures. The City's applicability determination is found on Table G-1 and G-2.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p>Aesthetics (AES)</p> <p>AES-1: <i>Potential to have a substantial adverse effect on a scenic vista</i></p>	<p>MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, 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"> • Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. • Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. • Use alternating facades to “break up” large facades and provide visual interest. • Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. • Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. 	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “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.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within Transit Priority Areas (TPAs) pursuant to CEQA.</p> <p>The Project includes development of 149 dwelling units within a City-designated TPA and within SCAG-designated High Quality Transit Area (HQT) and TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Retain or replace trees bordering highways, so that clear-cutting is not evident. • 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. • Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain. 	
<p>AES-2: <i>Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway</i></p>	<p>No mitigation required.</p>	<p>No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply</p>
<p>AES-3: <i>Potential to substantially degrade the existing visual character or quality of the site and its surroundings</i></p>	<p>MM-AES-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should</p>	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “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.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light</p>

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	<p>consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, 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"> • 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. • Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. • 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 setback buffers, landscaping, color, texture, signage, and lighting criteria. • Design projects consistent with design guidelines of applicable general plans. • Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable. 	<p>and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA.</p> <p>The Project includes development of 149 dwelling units on a site that is located within a City-designated TPA and within SCAG-designated HQTAs and TPAs. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure into the Project is not required.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> Require that sites are 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. 	
<p><i>AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts</i></p>	<p>MM-AES-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, 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"> Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations. 	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “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.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA.</p> <p>The Project includes development of 149 dwelling units on a site that is located within a City-designated TPA and within SCAG-designated HQTA and TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure into the Project is not required.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. • Use unidirectional lighting to avoid light trespass onto adjacent properties. • Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. • Provide structural and/or vegetative screening from light-sensitive uses. • Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. • Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. • Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	
Agriculture and Forestry (AF)		
<p>AF-1: <i>Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use</i></p>	<p>MM-AF-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and</p>	<p>No mitigation applies. No farmland or agricultural activity exist on or in the vicinity of the Project Site. Thus, incorporation of this mitigation measure into the Project is not required.</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act). • Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. • Maintain and expand agricultural land protections such as urban growth boundaries. <p>Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking)</p>	

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	<p>“A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.</p> <p>A privately owned conservation or mitigation bank is a free-market enterprise that:</p> <ul style="list-style-type: none"> • Offers landowners economic incentives to protect natural resources; • Saves permittees time and money by providing them with the certainty of pre-approved compensation lands; • Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values; • Provides for long-term protection and management of habitat. <p>A publicly owned conservation or mitigation bank:</p> <ul style="list-style-type: none"> • Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.” <p>In 2013, the University of California published an article entitled “Reforms could boost conservation banking by landowners” that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.</p>	

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	<ul style="list-style-type: none"> • 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. • Include underpasses and overpasses at reasonable intervals to maintain property access. • Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. • Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. • Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts. 	
<p>AF-2: <i>Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract</i></p>	<p>MM-AF-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of</p>	<p>No mitigation applies. 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 (or for any sites within the City). Thus, incorporation of this mitigation measure into the Project is not required.</p>

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	<p>Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • Project relocation or corridor realignment to avoid lands in Williamson Act contracts. • 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. • Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable. 	
AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>Code section 12220(g), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))</i>		
AF-4: <i>Potential to result in the loss of forest land or conversion of forest land to non-forest use</i>	See MM-AF-1(b) above, and MM-GHG-3(b) below.	No mitigation applies. Refer to the discussion of the applicability of MM-AF-1(b) above, and MM-GHG-3(b) below.
AF-5: <i>Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use</i>	See MM-AF-1(b) above, and MM-GHG-3(b) below.	No mitigation applies. Refer to the discussion of the applicability of MM-AF-1(b) above, and MM-GHG-3(b) below.
Air Quality (AIR)		
AIR-1: <i>Potential to conflict with or obstruct implementation of the applicable air quality plan</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
AIR-2: <i>Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation</i>	MM-AIR-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable	No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures associated with existing regulations, that are equal to or more effective than MM-AIR-2, identified by the South Coast 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.

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	<p>measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.</p> <p>CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:</p> <ul style="list-style-type: none"> • Minimize land disturbance. • Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. • Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. • Cover trucks when hauling dirt. • Stabilize the surface of dirt piles if not removed immediately. • Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. • Minimize unnecessary vehicular and machinery activities. • Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. • On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. • 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 	<p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. • The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road: <ul style="list-style-type: none"> - Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; - Pave the surface extending at least 100 feet and at least 20 feet wide; - Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. • Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (such as instantaneous gusts). • Ground cover in disturbed areas shall be replaced as quickly as possible. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less. • Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water. • Large bulldozers and excavators shall be suspended during third smog alerts.

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	<p>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.</p> <ul style="list-style-type: none"> • Ensure that all construction equipment is properly tuned and maintained. • Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust 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. • Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators. • Develop a traffic plan to minimize 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. • 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 	<p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • The contractor shall use architectural coatings that average 50 grams (g)/ Liters of Volatile Organic Compound (L VOC) content or less. • The development shall utilize low VOC cleaning supplies. <p>Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. <p>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"> • Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications. • 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.

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	<p>requirements prior to equipment operation at the site.</p> <ul style="list-style-type: none"> • Implement EPA's National Clean Diesel Program. • Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible. • On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity. • If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines. • Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines • Convert part of the construction truck fleet to natural gas. • Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts • Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road) • Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas • Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation 	<ul style="list-style-type: none"> • All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters. • When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.

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	<ul style="list-style-type: none"> • Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation • Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary • Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes. Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit. • Prohibit diesel idling within 1,000 feet of sensitive receptors. • Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors. • The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time. • The engine size of construction equipment shall be the minimum practical size. • Catalytic converters shall be installed on gasoline-powered equipment. 	

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	<ul style="list-style-type: none"> • Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit. • Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite. • Use new or rebuilt equipment. • Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated. • Use low rolling resistance tires on long haul class 8 tractor-trailers. • Suspend all construction activities that generate air pollutant emissions during air alerts. • Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines. 	
AIR-3: <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
AIR-4: <i>Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially</i>	MM-AIR-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public	No mitigation applies. The Project does not involve a 2016-2040 RTP/SCS transportation project. As a residential development, the Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California's Smog Check Program. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements:</p> <ul style="list-style-type: none"> • Set technology forcing new engine standards. • Reduce emissions from the in-use fleet. • Require clean fuels, and reduce petroleum dependency. • Work with US EPA to reduce emissions from federal and state sources. • Pursue long-term advanced technology measures <p>Proposed new transportation-related SIP measures include:</p> <p>On-Road Sources</p> <ul style="list-style-type: none"> • Improvements and Enhancements to California's Smog Check Program • Expanded Passenger Vehicle Retirement • Modifications to Reformulated Gasoline Program • Cleaner In-Use Heavy-Duty Trucks • Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Port Truck Modernization • Accelerated Introduction of Cleaner Line-Haul Locomotives • Clean Up Existing Commercial Harbor Craft • Limited idling of diesel-powered trucks • Consolidated truck trips and improve traffic flow • Late model engines, Low emission diesel products, engine retrofit technology • Alternative fuels for on-road vehicles <p>Off-Road Sources</p> <ul style="list-style-type: none"> • Cleaner Construction and Other Equipment • Cleaner In-Use Off-Road Equipment • Agricultural Equipment Fleet Modernization • New Emission Standards for Recreational Boats • Off-Road Recreational Vehicle Expanded Emission Standards 	
AIR-5: <i>Expose a substantial number of people to objectionable odors</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
Biological Resources (BIO)		
BIO-1: <i>Potential to have a substantial adverse effect, either directly or through habitat modifications, on 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</i>	MM-BIO-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects,	No mitigation applies. The Project Site is located in a developed, urban area and would replace an office building and associated parking. Neither the Project Site nor the surrounding properties contain any sensitive or protected habitat/species. 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. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>the Lead Agency can and should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. • 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 Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle: <ul style="list-style-type: none"> ○ Avoidance strategies ○ Contribution of in-lieu fees ○ Use of mitigation bank credits ○ Funding of research and recovery efforts 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Habitat restoration ○ Conservation easements ○ Permanent dedication of habitat ○ Other comparable measures <ul style="list-style-type: none"> • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regards to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • 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. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance. • Where projects are determined to be within suitable habitat of 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. 	
BIO-2: <i>Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community</i>	MM-BIO-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on	No mitigation applies. The Project is located in a developed, urban area and would replace existing development. There is no riparian habitat or other sensitive natural community located on or near the Project Site.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service</i></p>	<p>state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, 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"> • 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 Endangered Species Act. • 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 Endangered Species Act and any additional species afforded protection by an adopted 	<p>Therefore, development of the Project would not result in adverse effects to any riparian habitat or other sensitive 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 Wildlife or the U.S. Fish and Wildlife Service. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>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.</p> <ul style="list-style-type: none"> • 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 protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code. • 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. • 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 Migratory Bird Treaty Act during the breeding season. • Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities. • Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the <i>Manual of California Vegetation</i>, the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>(OCCNPS) Emergent Invasive Plant Management Program, where appropriate.</p> <ul style="list-style-type: none"> • Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. • 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. • Install fencing and/or mark sensitive habitat to be avoided during construction activities. • Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area. • Revegetate with appropriate native vegetation following the completion of construction activities. • Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). • Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	
<p>BIO-3: Potential to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of</p>	<p>MM-BIO-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on</p>	<p>No mitigation applies. No protected wetlands or other such habitat that are under the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies are located</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means</i></p>	<p>protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, 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"> • Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible. • Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's 	<p>on or near the Project Site. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Final Compensatory Mitigation Rule. The USACOE 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 USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the 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"> ○ Permittee-responsible mitigation ○ Contribution of in-lieu fees ○ Use of mitigation bank credits <ul style="list-style-type: none"> ● Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation. 	
<p>BIO-4: <i>Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or</i></p>	<p>MM-BIO-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-BIO-4.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>migratory wildlife corridors, or impede the use of native wildlife nursery sites</i></p>	<p>corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and policies of counties and cities, 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"> • Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur. • 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. • Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement. • 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. 	<p>The Project Site is located in a developed urban area, and the Project would replace existing development. The Project Site and surrounding area are not part of a wildlife corridor or in proximity to any native wildlife nursery sites.</p> <p>The Project Site is currently developed with an office building and associated parking. As identified in the <i>Tree Report</i> prepared for the Project (refer to Appendix A), there are seven American sycamore trees (<i>Platanus occidentalis</i>), six Indian laurel trees (<i>Ficus nitida</i>), and four cajaput trees (<i>Melaleuca quinquenervia</i>) located on the Project Site. None of these trees is considered a protected tree as defined by the City. All of these trees would be removed as part of the Project. Removal of trees has the potential to impact nesting bird species, if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20) and Section 3503 of the California Department of Fish and Game Code. Removal of the trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 [commencing with Section 1900]) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 [commencing with Section 2050] of Division 3 of the Fish and Game Code).</p> <p>Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 1 to September 1) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible. • Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31. • Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors. • 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. • Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a 	<p>activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDDB by a qualified biologist to determine the risk of habitat fragmentation.</p> <ul style="list-style-type: none"> • Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). • Demonstrate that Projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible. • Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern. • Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>direct interaction between wildlife and roads or construction.</p> <ul style="list-style-type: none"> • Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas. • 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, in addition to the measures outlined in MM-BIO-1(b), where applicable: <ul style="list-style-type: none"> ○ Wildlife movement buffer zones ○ Corridor realignment ○ Appropriately spaced breaks in center barriers ○ Stream rerouting ○ Culverts ○ Creation of artificial movement corridors such as freeway under- or overpasses ○ Other comparable measures • Where the Lead Agency has identified that a 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. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species. Establish native vegetation within habitat pockets or the “wildling of urbanized habitats” that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas. 	
<p>BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance</p>	<p>MM-BIO-5: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-BIO-5.</p> <p>The Project Site is located in a developed urban area, and the Project would replace existing development.</p> <p>The Project Site is currently developed with an office building and associated parking. As identified in the <i>Tree Report</i> prepared for the Project (refer to Appendix A), there are seven American sycamore trees (<i>Platanus occidentalis</i>), six Indian laurel trees (<i>Ficus nitida</i>), and four cajaput trees (<i>Melaleuca quinquenervia</i>) located on the Project Site. None of these trees is considered a protected</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. • 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 a certified arborist. • 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. • 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 in place for duration of all such work. Clearly mark all trees to be removed. 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 	<p>tree as defined by the City. All of these trees would be removed as part of the Project, and all removed trees would be replaced in accordance with existing City requirements for tree replacement. In addition, the Project would comply with the City's existing Protected Tree Ordinance that is similar to MM-BIO-5. Thus, development of the Project would not conflict with any local policies or ordinances protecting biological resources.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>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> <ul style="list-style-type: none"> • 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. • 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. • 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, 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. 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Design projects to avoid conflicts with local policies and ordinances protecting biological resources. • 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: <ul style="list-style-type: none"> ○ Avoidance strategies ○ Contribution of in-lieu fees ○ Planting of replacement trees at a minimum ratio of 2:1 ○ Re-landscaping areas with native vegetation post-construction ○ Other comparable measures 	
<p><i>BIO 6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan</i></p>	<p>MM-BIO-6: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and implementing regulations, 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"> • Consult with the appropriate federal, state, and/or local agency responsible for the 	<p>No mitigation applies. The Project Site is not subject to any 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 an existing Significant Ecological Area. Thus, incorporation of this mitigation measure into the Project is not required.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>administration of HCPs, NCCPs or other conservation programs.</p> <ul style="list-style-type: none"> • Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program. • Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, 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 Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in MM-BIO-1(b), where applicable. 	
Cultural Resources (CUL)		
<p>CUL-1: <i>Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features</i></p>	<p>MM-CUL-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-CUL-1. The Project Site is located in an urbanized area of the City and is currently developed. Given the disturbed nature of the soils at the Project Site due to previous development, the probability of encountering archaeological resources at the site is low. However, the Project Applicant would be required to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Unknown Archaeological Resources, which requires the following:</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, 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"> • Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. • Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources. • Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: <ul style="list-style-type: none"> ○ All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training 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. 	<ul style="list-style-type: none"> • If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and: <ul style="list-style-type: none"> ○ The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact; ○ The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and ○ The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. • Project development activities may resume once copies of the archaeological survey, study or report are submitted to: <p align="center">SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP. ○ Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. ○ Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas. ● Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance. 	<ul style="list-style-type: none"> ● Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. ● A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. 	
<p>CUL-2: <i>Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5</i></p>	<p>MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, 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"> Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified. Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information 	<p>No mitigation applies. No historical resources are located on or near the Project Site. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.</p> <ul style="list-style-type: none"> • Comply with Section 106 of the National Historic Preservation Act 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: <ul style="list-style-type: none"> ○ 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. 	

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	<ul style="list-style-type: none"> • Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource. • Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site. • Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. • Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. • If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • 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 familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated. • Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources. 	
<p>CUL-3: <i>Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5</i></p>	<p>See MM-CUL-2(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-CUL-2(b), above.</p>
<p>CUL-4: <i>Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites</i></p>	<p>MM-CUL-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than MM-CUL-3. The Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Nonetheless, compliance with existing regulatory requirements would ensure that potential human remains would be handled properly.</p> <ul style="list-style-type: none"> • Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, 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"> • 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. • If any discovered remains are of Native American origin: <ul style="list-style-type: none"> ○ Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner 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 the human remains. 	<p>unexpectedly during construction demolition and/or grading activities, it is required 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 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"> - Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 AM to 5 PM 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. <ul style="list-style-type: none"> - 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 descendent may request mediation by the NAHC.

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and reburial of 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 where the following conditions occur: <ul style="list-style-type: none"> ▪ The Native American Heritage Commission is unable to identify a descendant; ▪ The descendant identified fails to make a recommendation; or ▪ The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner. 	
Energy (EN)		
<i>EN-1: Potential to increase petroleum and nonrenewable</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>fuel consumption in the regional transportation system</i>		
EN-2: Potential to increase residential energy consumption use	<p>MM-EN-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, 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"> • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: <ul style="list-style-type: none"> ○ Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ○ Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. ○ Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than MM-EN-2. The Project would be required to comply with California Building Code Title 24 and would also include the energy and water efficiency Project Design Feature (PDF) listed below. To determine the Project's specific energy and water use, an <i>Energy and Water Efficiency Compliance Report</i> was prepared by Zinner Consultants, dated April 2021 (refer to Appendix F). As shown therein, the Project would be designed to be at least 16.2 percent more energy efficient than the applicable Title 24 of the California Code of Regulations (CCR) standards and to be designed to achieve approximately 64.4 percent below the Metropolitan Water District's (MWD) baseline water usage.</p> <p>PDF:</p> <p><i>Energy Conservation Features</i></p> <p><u>Building Envelope</u></p> <ol style="list-style-type: none"> 1. Wood-framed exterior walls with R-21 batt insulation: This high density insulation provides a greater R-value which improves insulation and, hence, reduces heating and cooling energy use. 2. Wood-framed roofs with R-38 batt insulation: The thickness of the proposed insulation also increases the R-value, reducing heating and cooling energy use. 3. High-reflectance roofing rated by the Cool Roof Rating Council: A "cool roof" reflects additional solar heat, which reduces cooling energy in cooling-dominated climates like Southern California.

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	<ul style="list-style-type: none"> ○ Incorporate passive environmental control systems that account for the characteristics of the natural environment. ○ Use high-efficiency lighting and cooking devices. ○ Incorporate passive solar design. ○ Use high-reflectivity building materials and multiple glazing. ○ Prohibit gas-powered landscape maintenance equipment. ○ Install electric vehicle charging stations. ○ Reduce wood burning stoves or fireplaces. ○ Provide bike lanes accessibility and parking at residential developments. 	<p>4. Overhanging balconies for solar shading: Projecting balconies provide shading for windows that keep solar heat out, which reduces cooling energy use. Another benefit is reduced glare, which makes the space more comfortable.</p> <p>5. High-performance windows with dual-paned low-emissivity glazing: Dual-paned windows provide additional insulation over single-paned windows, while high performance, low-emissivity coatings help to let in mostly visible light while blocking unwanted wavelengths that let in heat without light. These combined effects reduce cooling energy during the summer and heating during the winter.</p> <p><u>Lighting</u></p> <ol style="list-style-type: none"> 1. Optimized façade to capitalize on natural daylight first: Optimizing the façade is a means of balancing the number of windows. Windows let in natural daylight, which allows electric lights to be turned off, but they also bring in additional heating and cooling when compared to an insulated wall. The result is a building that provides ample daylighting while not being excessive, decreasing overall lighting, heating and cooling energy use. 2. High-efficacy, LED lamp types for common areas: High-efficacy LED fixtures provide more lumens (light output) per watt (electric input) than other lamps like fluorescent or incandescent. 3. Daylighting controls for all indoor, nonresidential spaces: Also known as “daylight harvesting,” these controls sense the amount of natural daylight entering a space to automatically dim the electric lights, saving energy while maintaining light levels. 4. Occupancy controls with dimming for most common area lighting: Occupancy controls sense when spaces are vacant for a period of time and

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		<p>automatically turn off lights, saving energy as compared to leaving them on.</p> <p><u>HVAC System</u></p> <ol style="list-style-type: none"> High-efficiency 19 SEER split system heat pumps for heating, ventilating and air conditioning (HVAC): Split system heat pumps have one outdoor unit connected to one indoor fan coil unit (FCU). Seasonal energy efficiency ratio (SEER) represents the “average” efficiency of HVAC equipment. By increasing this value over typical code-minimum efficiencies, the equipment provides the same amount of heating and cooling while using less electricity to operate it. Providing individual systems for each apartment allows the system to be powered from the tenants’ electric meter, which tends to encourage more responsible use and lower energy consumption. <p><u>Domestic Water Heating</u></p> <ol style="list-style-type: none"> Centralized hot water system: Centralized water heating systems are larger and use more efficient equipment than individual heating within the units (condensing water heaters are around 92 percent efficient). They have recirculation controls to keep water in the lines hot, which reduces waste. They also make it easier to integrate into renewable energy systems like solar hot water. High-efficiency (low-flow) water fixtures: Using more efficient fixtures inherently uses less hot water, which reduces energy used for water heating (while also saving potable water). <p><i>Water Conservation Features</i></p> <ol style="list-style-type: none"> Showerheads: 1.8 gallons per minute (gpm)

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		2. Lavatory faucets: 1.2 gpm (residential), 0.4 gpm (nonresidential) 3. Kitchen faucets: 1.5 gpm 4. Tank water closets (toilets): 1.28 gallons per flush (gpf) 5. Urinals: 0.125 gpf 6. Clothes washers: Energy Star certified, 3.2 water factor (WF) 7. Dishwashers: Energy Star certified, 4 gallons per cycle (gpc)
<i>EN-3: Potential to increase building energy consumption in anticipated development</i>	See MM-EN-2(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-EN-2(b) above.
<i>EN-4: Potential to increase water consumption and energy use related to water in anticipated development</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
Geology and Soils (GEO)		
<i>GEO-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides</i>	MM-GEO-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing	No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-GEO-1. The Project would be required to comply with the existing building regulations associated with the City of Los Angeles Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). As with any new development in the State of California, building design and construction are required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provisions of the CBC. The CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Conformance with the CBC

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	<p>building standards, 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"> • Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault. • Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC. • Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas. 	<p>requirements would reduce the potential for structures on the Project Site to sustain damage during an earthquake event, and would ensure that the Project would not expose people or structures to substantial adverse effects associated with seismic ground shaking to any greater extent than other properties in the Southern California region.</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking. With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards. • 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 be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems. • Adhere to design standards described in the CBC and all standard geotechnical 	

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	<p>investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.</p> <ul style="list-style-type: none"> Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible. 	
<p>GEO-2: <i>Potential to result in substantial soil erosion or the loss of topsoil</i></p>	<p>MM-GEO-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, 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"> 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 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-GEO-2. The Project would be required by the City to comply with Los Angeles Municipal Code (LAMC) Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. As the Project Site is less than one acre, it does not require a Stormwater Pollution Prevention Plan (SWPPP). However, the Project's construction activities would require grading, excavation, and foundation permits or approvals from the City that would include requirements and standards designed to limit potential erosion. The Project would also comply with the City's Low Impact Development (LID) Ordinance.</p> <p>Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation 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>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</p> <ul style="list-style-type: none"> • 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 conduct the following: <ul style="list-style-type: none"> ○ File a Notice of Intent (NOI) with the SWRCB. ○ 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. ○ Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.</p> <ul style="list-style-type: none"> ○ After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB. ● 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. ● 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 wells are identified within construction areas to ensure the stability of nearby soils. 	
<p><i>GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse</i></p>	<p>See MM-GEO-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-GEO-1(b) above.</p>
<p><i>GEO-4: Potential to be located on expansive soil, as defined</i></p>	<p>See MM-GEO-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-GEO-1(b) above.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property</i>		
GEO-5: <i>Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
Greenhouse Gases (GHG)		
GHG-1: <i>Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015)</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
GHG-2: <i>Potential to conflict with SB 375 GHG Emission Reduction Targets</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
GHG-3: <i>Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>GHG Cumulative Impacts</i>	MM-GHG-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted	No mitigation applies. The Project's generation of GHG emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Refer to Appendix C of this Sustainable Communities Project CEQA Exemption (SCPE) for a discussion of the Project's consistency with the goals and benefits contained in SCAG's 2016-2040 RTP/SCS. And 2020-2045 RTP/SCS As discussed therein, the Project would be consistent with the applicable goals and benefits.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>for the purpose of reducing the emission of greenhouse gases, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:</p> <ul style="list-style-type: none"> • Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision. • Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines. • Off-site measures to mitigate a project's emissions. • 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"> ○ Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all 	<p>As discussed in the <i>Energy and Water Efficiency Compliance Report</i> prepared by Zinner Consultants, dated April 2021 (included as Appendix F), the Project's inclusion of energy and water efficiency measures would ensure that the Project is 16.2 percent more energy efficient than the Title 24 standards and would achieve approximately 64.4 percent less water usage than MWD's baseline water usage.</p> <p>Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;</p> <ul style="list-style-type: none"> ○ Use alternative (non-petroleum based) fuels; ○ Deployment of zero- and/or near zero emission technologies as defined by CARB; ○ Use lighting systems that are energy efficient, such as LED technology; ○ Use the minimum feasible amount of GHG-emitting construction materials that is feasible; ○ Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production; ○ Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse; ○ Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy; ○ Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption; ○ Use lighter-colored pavement where feasible; 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Recycle construction debris to maximum extent feasible; ○ Protect and plant shade trees in or near construction projects where feasible; and ○ Solicit bids that include concepts listed above. <ul style="list-style-type: none"> • Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles. • Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network. • 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. • Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs. • Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles. • Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> ○ Developing on infill and brownfields sites; 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Building high density and mixed use developments near transit; ○ Retaining on-site mature trees and vegetation, and planting new canopy trees; ○ 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 ○ Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. 	
Hazards and Hazardous Materials (HAZ)		
<p>HAZ-1: <i>Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials</i></p>	<p>MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following,</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-HAZ-1(b). 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</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • 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. • Where the construction or 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. • Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials. • Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project. • 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 	<p>manufacturers' instructions. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City regulations, including the following:</p> <ul style="list-style-type: none"> • All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local laws. • During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> ○ The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. ○ The location of such hazardous materials. ○ An emergency response plan including employee training information. ○ A plan that describes the manner in which these materials are handled, transported and disposed. <ul style="list-style-type: none"> • 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 Operations Manual for projects. • Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. • Avoid overtopping construction equipment fuel gas tanks. • During routine maintenance of construction equipment, properly contain and remove grease and oils. • Properly dispose of discarded containers of fuels and other chemicals. 	
<p>HAZ-2: <i>Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset</i></p>	<p>See MM-HAZ-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-HAZ-1(b) above.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>and accident conditions involving the release of hazardous materials into the environment</i>		
HAZ-3: <i>Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment</i>	<p>MM-HAZ-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, 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"> • Complete a Phase I Environmental Site Assessment, including a review and 	<p>No mitigation applies. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.¹ Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, incorporation of this mitigation measure into the Project is not required.</p>

¹ Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed March 2021.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</p> <ul style="list-style-type: none"> • 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. • 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. • 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. • 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 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>activities would potentially affect a particular development or building.</p> <ul style="list-style-type: none"> • 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. • Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. • 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. • Use best management practices (BMPs) regarding potential soil and groundwater hazards. 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • 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 disposal, in accordance with applicable local, state and federal laws and policies. • 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. • 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. • 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. 	

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	<ul style="list-style-type: none"> • 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 and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. • Where projects include the demolitions or modification of buildings constructed prior to 1968, 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. • 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 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p> <ul style="list-style-type: none"> Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. 	
<i>HAZ-4: Potential for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>HAZ-5: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>HAZ-6: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan</i>	See MM-TRA-5(b) below.	No mitigation applies. Refer to the discussion of the applicability of MM-TRA-5(b) below.
<i>HAZ-7: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires,</i>	MM-HAZ-8: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the	No mitigation applies. The Project Site is located in a fully urbanized area and is not located in or near a wildland fire risk area. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands</i></p>	<p>potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, 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"> • Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers. • Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach. • Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition- 	

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	<p>resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.</p> <ul style="list-style-type: none"> • Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives. • Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase. • Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat. • Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts. 	

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	<ul style="list-style-type: none"> Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat. 	
Hydrology and Water Quality (HYD)		
<p><i>HYD-1: Potential to violate any water quality standards or waste discharge requirements</i></p>	<p>MM-HYD-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms to applicable water quality standards and/or waste discharge requirements, 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"> Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. 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. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-HYD-1. 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. 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 erosion. The Project would also be designed to comply with the City's LID Ordinance.</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> <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</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. • Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. • 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: <ul style="list-style-type: none"> ○ U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act. ○ Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above. ○ California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW. • Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. • Install structural water quality control features, such as drainage channels, detention basins, oil 	<p>requirements and minimize soil erosion and sedimentation from entering the storm drains during the construction period.</p> <p>During operation the Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires replace 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 and discharge requirements or otherwise substantially degrade water quality.</p> <p>Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and construction activities.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>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.</p> <ul style="list-style-type: none"> • Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies. • 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 rights-of-way, not just later during the facilities design and construction phase. • 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. • 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. • Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.</p> <ul style="list-style-type: none"> • Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel. • 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. • 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. • If a Project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)</i></p>	<p>MM-HYD-2: Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms to federal, state, regional, and local standards for sustainable management of groundwater basins, 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"> • 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, to the greatest extent possible, 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>No mitigation applies. The Project Site is fully developed with impervious surfaces (an office building and associated parking) and is not a significant area of groundwater recharge. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • 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 to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation. • Avoid designs that require continual dewatering where feasible. • Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. • Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	
HYD-3: <i>Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site</i>	See MM-HYD-1(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.
HYD-4: <i>Potential to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site</i>	See MM-HYD-1(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.
HYD-5: <i>Potential to substantially create or contribute runoff water that</i>	See MM-HYD-1(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff</i>		
HYD-6: <i>Potential to otherwise substantially degrade water quality</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
HYD-7: <i>Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
HYD-8: <i>Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows</i>	MM-HYD-8: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:	No mitigation applies. FEMA's Flood Insurance Rate Map shows the Project Site is not within a 100-year flood hazard area. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. • 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. 	
<i>HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam</i>	See MM-HYD-8(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-HYD-8(b) above.
<i>HYD-10: Potential for inundation by seiche, tsunami, or mudflow</i>	See MM-HYD-8(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-HYD-8(b) above.
Land Use and Planning (LU)		
<i>LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance)</i>	MM-LU-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions	No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-LU-1. The Project would comply with existing regulations that have been identified and are required by the City as the Project is consistent with applicable regional and local land use plans, policies, and

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>adopted for the purpose of avoiding or mitigating an environmental effect</i>	<p>and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Where an inconsistency with the adopted general plan is identified at the Project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan. 	<p>regulations. The Project Site is zoned [Q]CR-1VL and is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area with a land use designations of General Commercial. The Project Site is also located within an HQTAs and a TPA. Pursuant to LAMC Section 12.22 A.31 and the City's adopted TOC Guidelines, the Project is seeking base TOC incentives to allow the proposed density, floor area, and reduced parking, and is seeking additional TOC incentives to allow yard requirements per the RAS3 zone and an additional 11 feet in building height. Thus, Project would comply with all applicable zoning regulations. Also, the Project would be consistent with applicable objectives and policies set forth in the City's planning and land use documents, including the General Plan Framework Element, General Plan Housing Element, Wilshire Community Plan, Planning and Zoning Code, and the Los Angeles Green Building Code. Therefore, the Project would not result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.</p>
<i>LU-2: Potential to physically divide an established community</i>	<p>MM-LU-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other</p>	<p>No mitigation applies. The Project does not include the development of new roadway facilities and would not otherwise physically divide a community. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Consider alignments within or adjacent to existing public rights-of-way. • Consider designs to include 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. • Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). • Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods. • 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: <ul style="list-style-type: none"> ○ Alignment shifts to minimize the area affected. ○ Reduction of the proposed right-of-way take to minimize the overall area of impact. ○ Provisions for bicycle, pedestrian, and vehicle access across improved roadways. • Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of 	

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>the project, community amenities and facilities in the design of the project.</p> <ul style="list-style-type: none"> Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities. 	
LU-3: <i>Potential to conflict with any applicable habitat conservation plan or natural community conservation plan</i>	See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b) above.
Mineral Resources (MIN)		
MIN-1: <i>Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state</i>	<p>MM-MIN-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.</p> <p>Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate</p>	No mitigation applies. The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. ² Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, incorporation of this mitigation measure into the Project is not required.

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ZIMAS, City of Los Angeles, Parcel Profile Report, March 2021.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • 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. • Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures: <ul style="list-style-type: none"> ○ Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. ○ 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. ○ 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 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>the improvement and during long-term operations.</p> <ul style="list-style-type: none"> ○ 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. 	
<p>MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan</p>	<p>See MM-MIN-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-MIN-1(b) above.</p>
NOISE		
<p>NOISE-1: Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies</p>	<p>MM-NOISE-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise Element Guidelines, and the noise ordinances and</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-NOISE-1. The Project would be required to comply with existing City regulations listed below related to noise that are substantially similar to the relevant portions of MM-NOISE-1.</p> <ul style="list-style-type: none"> • The Project shall comply with City of Los Angeles Municipal Code Section 112.05(a), which institutes a maximum noise limit from powered

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	<p>general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, 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"> • Install temporary noise barriers during construction. • Include permanent noise barriers and sound-attenuating features as part of the project design. • Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance. Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices. • Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels. • Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction 	<p>construction equipment of 75 dBA at 50 feet of distance.</p> <ul style="list-style-type: none"> • The Project shall prohibit Project construction activities between the hours of 9:00 PM and 7:00 AM, Monday through Friday; before 8:00 AM or after 6:00 PM on any Saturday; and on any Sunday or national holiday, pursuant to City of Los Angeles Municipal Code Section 41.40(a). • The Project shall prohibit any amplified noises, especially those from outdoor sources, from exceeding the ambient noise levels of adjacent properties by more than 5 dBA, pursuant to City of Los Angeles Municipal Code Section 112.01. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones. • The Project shall prevent HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA, pursuant to LAMC Section 112.02(a).

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	<p>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.</p> <ul style="list-style-type: none"> • 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. • Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed. • Designate an on-site construction complaint and enforcement manager for the project. • Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. • 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. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if 	

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	<p>such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and 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"> • Ensure that construction equipment does not idle for an extended time in the vicinity of noise-sensitive receptors. • Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors. • Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible. • Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way. • Use noise barriers to protect sensitive receptors from excessive noise levels during construction. • Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls. • 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. • Where feasible, improve the acoustical insulation of dwelling units where setbacks and 	

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>sound barriers do not provide sufficient noise reduction.</p> <ul style="list-style-type: none"> • 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>NOISE-2: <i>Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels</i></p>	<p>MM-NOISE-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, 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"> • 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. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-NOISE-2. The Project would be required to comply with LAMC Section 91.3307.1, which requires adjoining public and private property to be protected from damage during construction, remodeling and demolition work. Groundborne vibration at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (such as refuse trucks and transit buses) on nearby local roadways. The Project would not result in a substantial increase of these heavy-duty vehicles on the adjacent roadways, as solid waste is currently collected at the Project Site and would be collected in the same manner for the proposed residential uses.</p>

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	<ul style="list-style-type: none"> • 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. • 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. • For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration. 	
<p>NOISE-3: <i>Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project</i></p>	<p>See MM-NOISE-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-NOISE-1(b) above.</p>
<p>NOISE-4: <i>Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project</i></p>	<p>See MM-NOISE-1(b) above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of MM-NOISE-1(b) above.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
NOISE-5: <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels</i>	No mitigation applies.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
NOISE-6: <i>For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels</i>	No mitigation applies.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
Population and Housing (PHE)		
PHE-1: <i>Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)</i>	See MM-LU-1(b) above.	No mitigation applies. Refer to the discussion of applicability of MM-LU-1(b) above.
PHE-2: <i>Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere</i>	MM-PHE-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as	No mitigation applies. Noise housing is located on the Project Site, and no housing would be displaced as a result of the Project. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>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"> • 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. • Prioritize the use existing ROWs, wherever feasible. • Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. 	
<i>PHE-3: Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere</i>	See MM-PHE-2 above.	No mitigation applies. Refer to the discussion of applicability of MM-PHE-2 above.
Public Services (PS)		
<i>PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance</i>	MM-PS-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities	<p>No mitigation applies. The City has determined that existing regulations would apply to the Project that are equal to or more effective than MM-PS-1. The Project would be subject to compliance with fire protection design standards, as necessary, per the California Building Code, California Fire Code, LAMC, and the Los Angeles Fire Department (LAFD), to ensure adequate fire protection.</p> <p>In addition, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>objectives for fire protection and emergency response services</i></p>	<p>Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements. • During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or 	<p>and approval by the LAFD. The Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD, such that it would require the construction of a new fire station. Further, even if a new fire station, or the expansion of an existing station, was determined to be warranted by LAFD, the Project area is highly developed, and the site of a new fire station or expansion of an existing station would likely be on an infill lot that would likely be less than one acre in size.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>PS-2: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services</i></p>	<p>expansion of new or expanded public service facilities.</p> <p>MM-PS-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:</p> <ul style="list-style-type: none"> • Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair 	<p>No mitigation applies. The City has determined that existing regulations would apply to the Project that are equal to or more effective than MM-PS-1. In accordance with existing City regulations, the Project would implement appropriate temporary security features during construction (such as installing chain link fencing and security lighting around the Project Site). Further, during operation, the Project would provide perimeter lighting to provide increased visibility and security, parking access control, and residential units access control. These measures would provide defensible spaces designed to reduce opportunity crime and ensure safety and security. Therefore, the Project is not anticipated to generate a demand for additional police protection services that could exceed LAPD's capability to serve the Project Site. As such, 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.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>share contributions towards infrastructure improvements and/or personnel.</p> <ul style="list-style-type: none"> • During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
<p>PS-3: <i>Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools services</i></p>	<p>MM-PS-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM PSS-1. The Project Applicant would be required to pay developer fees to the Los Angeles School District (LAUSD) as required by law and which considered full and complete mitigation, pursuant to Senate Bill (SB) 50 and California Government Code Section 65995.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:</p> <ul style="list-style-type: none"> • Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable. • During project-level review of government facilities projects, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities. 	
Recreation (REC)		
REC-1: <i>Potential to increase the use of existing neighborhood and regional</i>	MM-REC-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of	No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated</i></p>	<p>avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, 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"> • 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 Project area, in coordination with local and regional open space planning and/or responsible management agencies. • 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"> ○ Increasing the accessibility to natural areas for outdoor recreation. 	<p>comply with similar regulations that are equal to or more effective than PMM REC-1. Specifically, any demand for 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. Additionally, the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities, in accordance with Ordinance 184,505 (Parks Dedication and Fee Update). Therefore, the Project 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>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Promoting infill development and redevelopment to revitalize existing communities. ○ Utilizing “green” development techniques. ○ Promoting water-efficient land use and development. ○ Encouraging multiple uses. ○ Including trail systems and trail segments in General Plan recreation standards. <ul style="list-style-type: none"> ● Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTAs. ● Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b), and MM-USS-6(b) to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	
<i>REC-2: Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment</i>	See MM-REC-1(b) above.	No mitigation applies. Refer to the discussion of the applicability of MM-REC-1(b) above.
Transportation/Traffic (TRA)		
<i>TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit</i>	<p>MM-TRA-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. 	No mitigation applies. The potential for the Project to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit was addressed in the <i>Transportation Assessment</i> (refer to Appendix H), which concluded that the Project would not result conflict with measures of effectiveness for the performance of the circulation system. Thus, incorporation of this mitigation measure into the Project is not required.

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides. • Provide a vanpool for employees. • Fund capital improvement projects to accommodate future traffic demand in the area. • Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including: <ul style="list-style-type: none"> ○ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement ○ Construction of bike lanes per the prevailing Bicycle Master Plan (or another similar document) ○ Signage and striping onsite to encourage bike safety ○ Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials ○ Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan. ○ Direct transit sales or subsidized transit passes ○ Guaranteed ride home program ○ Pre-tax commuter benefits (checks) 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ On-site car-sharing program (such as City Car Share, Zip Car, etc.) ○ On-site carpooling program ○ Distribution of information concerning alternative transportation options ○ Parking spaces sold/leased separately ○ Parking management strategies; including attendant/valet parking and shared parking spaces. <ul style="list-style-type: none"> ● Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas. ● Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible. ● Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services. ● Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>to include facilities on-site to encourage employees to bicycle or walk to work.</p> <ul style="list-style-type: none"> • Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs. • Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles. • Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions. • Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles. • Purchase, or create incentives for purchasing, low or zero-emission vehicles. • Create local "light vehicle" networks, such as neighborhood electric vehicle systems. • Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles. • Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the transit system and infrastructure, increase safety and accessibility, and provide other incentives. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Project Selection: <ul style="list-style-type: none"> ○ Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability. ○ Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints. ○ Public Involvement: ○ Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services. ○ Transit and Multimodal Impact Fees: ○ Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations. ○ Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions. • System Monitoring: <ul style="list-style-type: none"> ○ Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Arterial Traffic Management: <ul style="list-style-type: none"> ○ Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: <ul style="list-style-type: none"> ○ Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic. • HOV Lanes: <ul style="list-style-type: none"> ○ Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. • Delivery Schedules: <ul style="list-style-type: none"> ○ Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas. ○ Implement and supporting trip reduction programs. ○ Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives. • Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>development and redevelopment projects to include bicycle facilities.</p> <ul style="list-style-type: none"> • Bicycle and Pedestrian Trails: <ul style="list-style-type: none"> ○ Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations. • Bicycle Safety Program: <ul style="list-style-type: none"> ○ Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers. • Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects. • Bicycle Parking: <ul style="list-style-type: none"> ○ Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: <ul style="list-style-type: none"> ○ Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Eliminate or reduce minimum parking requirements for new buildings; ○ “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space); ○ Use parking pricing to discourage private vehicle use, especially at peak times; ○ Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities; ○ Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times; ○ Encourage shared parking programs in mixed-use and transit-oriented development areas. ● Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including: <ul style="list-style-type: none"> ○ Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking; ○ Encourage special event center operators to advertise and offer discounted transit passes with event tickets; ○ Encourage special event center operators to advertise and offer discount parking incentives to 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ carpooling patrons, with four or more persons per vehicle for on-site parking ○ Promote the use of bicycles by providing space for the operation of valet bicycle parking service. ● Parking “Cash-out” Program: <ul style="list-style-type: none"> ○ Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use. ● Pedestrian and Bicycle Promotion: <ul style="list-style-type: none"> ○ Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation. ● Fleet Replacement: <ul style="list-style-type: none"> ○ Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models. 	
<p><i>TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways</i></p>	<p>MM-TRA-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local</p>	<p>No mitigation applies. As of August 28, 2019, the provisions of the CMP no longer apply to any of the jurisdictions in Los Angeles County, including the City. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:</p> <ul style="list-style-type: none"> • Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation: <ul style="list-style-type: none"> ○ Advocate for a regional, market-based system to price or charge for auto trips during peak hours. ○ Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation. ○ Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation. ○ Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay. ● Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: <ul style="list-style-type: none"> ○ A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. ○ Location of construction staging areas for materials, equipment, and vehicles at an approved location. ○ A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit. ○ Provision for accommodation of pedestrian flow. ○ As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces. ○ Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense., within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.</p> <ul style="list-style-type: none"> ○ Any heavy equipment brought to the construction site shall be transported by truck, where feasible. ○ No materials or equipment shall be stored on the traveled roadway at any time. ○ Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion. ○ All equipment shall be equipped with mufflers. ○ Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors. ○ Promote "least polluting" ways to connect people and goods to their destinations. ● Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>the following, if determined feasible and applicable by the Lead Agency:</p> <ul style="list-style-type: none"> ○ Ensure transportation centers are multi-modal to allow transportation modes to intersect. ○ Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail. ○ To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges. ○ Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations. ○ Coordinate schedules and routes across service lines with neighboring transit authorities. ○ Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles). ○ Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so. ○ Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.</p> <ul style="list-style-type: none"> ○ Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets. ○ Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible. <ul style="list-style-type: none"> ● Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> ○ Ensure transit stops and bus lanes are safe, convenient, clean and efficient. ○ Ensure transit stops have clearly marked street-level designation, and are accessible. ○ Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate. ○ Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile. ● Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including: 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Develop a Regional Pass system to reduce the number of different passes and tickets required of system users. ○ Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service). ○ Investigate the feasibility of an on-line trip-planning program. ● Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> ○ Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic. ○ Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access. ● Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> ○ Designate a certain percentage of parking spaces for ride-sharing vehicles. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles. ○ Provide a web site or message board for coordinating shared rides. ○ Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit. ○ Hire or designate a rideshare coordinator to develop and implement ridesharing programs. ● Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including: <ul style="list-style-type: none"> ○ Provide assistance to regional and local ridesharing organizations. ○ Advocate for legislation to maintain and expand incentives for employer ridesharing programs. ○ Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes. ○ Provide public recognition of effective programs through awards, top ten lists, and other mechanisms. ● Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program. ● Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations. 	

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers. • Work with existing shuttle service providers to coordinate their services. • Facilitate employment opportunities that minimize the need for private vehicle trips, including: <ul style="list-style-type: none"> ○ Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations. ○ Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate. • Enforce state idling laws for commercial vehicles, including delivery and construction vehicles. • Organize events and workshops to promote GHG-reducing activities. • Implement a Parking Management Program to discourage private vehicle use, including: <ul style="list-style-type: none"> ○ Encouraging carpools and vanpools with preferential parking and a reduced parking fee. ○ Institute a parking cash-out program. ○ Renegotiate employee contracts, where possible, to eliminate parking subsidies. ○ Install on-street parking meters with fee structures designed to discourage private vehicle use. ○ Establish a parking fee for all single-occupant vehicles. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • Work with school districts to improve pedestrian and bicycle to schools and restore school bus service • Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities. • Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency. • Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers. • Synchronize traffic signals to reduce congestion and air quality. • Work with community groups and business associations to organize and publicize walking tours and bicycle events. • Support legislative efforts to increase funding for local street repair. 	
<p><i>TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks</i></p>	<p>No mitigation required.</p>	<p>No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.</p>
<p><i>TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment)</i></p>	<p>No mitigation required.</p>	<p>No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.</p>

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<p><i>TRA-5: Potential to result in inadequate emergency access</i></p>	<p>MM-TRA-5: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ Identification of all roadway locations where special construction techniques (e.g., directional drilling or night 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-TRA-5. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. Also, prior to issuance of a building permit, the Project Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>construction) would be used to minimize impacts to traffic flow.</p> <ul style="list-style-type: none"> ○ 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. ○ Scheduling of truck trips outside of peak morning and evening commute hours. ○ Limiting of lane closures during peak hours to the extent possible. ○ Usage of haul routes minimizing truck traffic on local roadways to the extent possible. ○ Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. ○ Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. ○ 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 	

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>duration of construction activities and the locations of detours and lane closures.</p> <ul style="list-style-type: none"> ○ Storage of construction materials only in designated areas. ● 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. ● Enhance emergency preparedness awareness among public agencies and with the public at large. ● Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following: <ul style="list-style-type: none"> ○ Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities. ○ Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format. ○ Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function. 	

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
Utilities and Service Systems (USS)		
<i>USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>USS-2: Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects</i>	No mitigation required	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>USS-3: Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects</i>	MM-USS-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as	No mitigation required. The Project Site is completely developed with impervious surfaces. During a storm event, stormwater flows from the site an into the City's existing storm drain system. Because the Project Site is completely impervious, the Project could not increase the amount of impervious surface at the Project Site and would not increase the amount of storm water from the Project Site or increase the need for storm drain capacity. Thus, incorporation of this mitigation measure into the Project is not required.

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.</p> <p>Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.</p>	
<p>USS-4: <i>Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements</i></p>	<p>MM-USS-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>No mitigation applies. Based on the <i>Utility Infrastructure Technical Report: Water, Wastewater, and Energy</i> prepared by KPFF Consulting Engineers, dated April 2021 (refer to Appendix D), the Project would consume approximately 19,134 gallons of water per day. According to LADWP's 2015 Urban Water Management Plan (2015 UWMP), the most recent plan available, LADWP has sufficient supply to meet a total water demand of 675,700 acre-feet per year (afy) by the year 2040. LADWP has programs to reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. As such, LADWP can provide the needed water from its existing system pursuant of the provisions in 2015 UWMP. Therefore, LADWP would not require added water supply to meet the demand from the Project. Thus, incorporation of this mitigation measure into the Project is not required.</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> • 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 (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. • 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. • Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. • Ensure that 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, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code. • 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. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation. 	

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface. 	
<p><i>USS-5: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's commitments</i></p>	<p>No mitigation required.</p>	<p>No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.</p>
<p><i>USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs</i></p>	<p>MM-USS-6: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management 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"> Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM USSW-2. 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 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 (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP (the 2019 Annual Report for Los Angeles County) states that no solid</p>

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<ul style="list-style-type: none"> ○ Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. ○ Inclusion of a waste management plan that promotes maximum C&D diversion. ○ 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.). ○ Reuse of existing structure and shell in renovation projects. ○ Design for deconstruction without compromising safety. ○ Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components. ○ Development of indoor recycling program and space. ○ Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully 	<p>waste disposal capacity shortfall is anticipated within the next 15 years under current conditions.³</p> <p>The City's Solid Waste Management Policy Plan (CiSWMPP) is a long-range policy plan adopted in 1993 to provide direction for the 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 2012.⁴ The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, 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 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 recycle construction and demolition (C&D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling</p>

³ County of Los Angeles Department of Public Works, *CoIWMP 2019 Annual Report*, December 2019, page 37.

⁴ LASAN, *Recycling*, 2021, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwldg_5&_afLoop=10870014375826670#!, accessed March 2021.

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Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>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.</p> <ul style="list-style-type: none"> ○ Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste originates as much as possible. Promote green 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 2016 RTP/SCS policies can and should be required. ○ Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target. ○ 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. ○ 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 	<p>Ordinance) that requires all mixed C&D waste generated within City limits to be taken to City-certified C&D waste processors. 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 consistency with this mitigation measure.</p> <p>Project construction waste would be hauled by permitted haulers and taken only to City-certified construction and demolition (C&D) processing facilities that are monitored for compliance with existing regulations. Project-generated C&D waste would represent a very small portion of the waste disposal capacity in the region. In addition, waste generated by the Project would be subject to State and local recycling and waste diversion strategies and policies including the City's Zero Waste Plan goal of achieving a 90 percent solid waste diversion rate by 2025.</p>

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Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
	<p>from landfills and toward food banks and composting facilities.</p> <ul style="list-style-type: none"> ○ Develop alternative waste management strategies such as composting, recycling, and conversion technologies. ○ Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. ○ Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ○ Integrate reuse and recycling into residential industrial, institutional and commercial projects. ○ Provide recycling opportunities for residents, the public, and tenant businesses. ○ Provide education and publicity about reducing waste and available recycling services. ○ Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates. ○ 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 and green waste recycling) and providing public education and publicity about recycling services. 	

**Table G-1
Mitigation Measures from Prior EIR (SCAG's 2016-2040 RTP/SCS)**

Impact	SCAG 2016-2040 RTP/SCS Mitigation Measures (implemented by lead agency)	Applicability to the Project
<i>USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste</i>	No mitigation required.	No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.
<i>Source: Southern California Association of Governments, Final 2016 2016-2040 RTP/SCS Program Environmental Impact Report, Mitigation Monitoring and Reporting Program, April 2016.</i>		

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
AESTHETICS	
<p>Impact AES-1 Potential for the Plan to have a substantial adverse effect on a scenic vista</p> <p>PMM AES-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 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"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas. d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. 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. 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; h) Use see-through safety barrier designs (e.g. railings rather than walls) 	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “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.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. Per the ZIMAS, ZI No. 2452 is applicable to the Project Site.</p> <p>The Project is an infill affordable housing development, consisting of 149 dwelling units within a HQTAs and a TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure is not required.</p>
<p>Impact AES-2 Potential to substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway</p> <p>See PMM AES-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM AES-1, above.</p>
<p>Impact AES-3 Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from</p>	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality</p> <p>PMM AES-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 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"> 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. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. 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 setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are 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"> - use transparent panels to preserve views where sound walls would block views from residences; - use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; 	<p>residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. Per ZIMAS, ZI No. 2452 is applicable to the Project Site.</p> <p>The Project is an infill affordable housing development, consisting of 128 dwelling units within an HQTAs and a TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> - construct sound walls of materials whose color and texture complements the surrounding landscape and development; 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 	
<p>Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area</p> <p>PMM AES-3: 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 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"> 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. 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. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	<p>No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that “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.”</p> <p>Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. Per the City’s ZIMAS, ZI No. 2452 is applicable to the Project Site.</p> <p>The Project is an infill affordable housing development, consisting of 128 dwelling units within a HQTAs and a TPA. As such, the Project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099.</p> <p>Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
AGRICULTURAL RESOURCES	
<p>Impact AG-1 Potential for the Plan to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use</p> <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"> 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. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank¹ that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. 	<p>No mitigation applies. No farmland or agricultural activity exists on or in the vicinity of the Project Site. Thus, incorporation of this mitigation measure is not required.</p>
<p>Impact AG-2 Potential for the Plan to conflict with existing zoning for agricultural use, or a Williamson Act contract</p> <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>No mitigation applies. 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 (or for any sites within the City). Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<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><i>Impact AG-3 Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))</i></p> <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>No mitigation applies. Neither the Project Site nor the surrounding area is zoned for forest land, timberland, or Timberland Production. As such, the Project would not result in any conflicts any zoning related to forest land, timberland, or Timberland Production zoning. The Project Site is located in an urbanized area of the City and is currently developed with an office building and associated parking. Thus, incorporation of this mitigation measure is not required.</p>
<p><i>Impact AG-4 Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use</i></p> <p>See PMM AG-3, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM AES-1, above.</p>
<p><i>Impact AG-5 Potential for the Plan to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use</i></p> <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>	<p>No mitigation applies. The Project Site is located in an urbanized area of the City and is currently developed with an office building and associated parking. The Project Site is currently not used for any agricultural uses and is not forest land and as such, no agricultural use or forest land would be converted. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.</p> <p>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.</p> <p>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.</p> <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 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>	
AIR QUALITY	

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>Impact AQ-1 Conflict with or obstruct implementation of the applicable air quality plan</p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p>Impact AQ-2 Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation</p> <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> <ul style="list-style-type: none"> a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. 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. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures associated with existing regulations, that are equal to or more effective than this mitigation measure, identified by SCAQMD and CARB to facilitate consistency with plans for attainment for NAAQS and CAAQS, as applicable and feasible.</p> <p>Consistent with SCAQMD Rule 403, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes. • The construction contractor shall utilize at least one of the following measures at each vehicle egress to a paved public road: <ul style="list-style-type: none"> - Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long; - Pave the surface extending at least 100 feet and at least 20 feet wide; - Utilize shaker devices to remove bulk material from tires and vehicle undercarriages; or - Install a wheel washing system to remove bulk material from tires and vehicle undercarriages. • Construction activity on unpaved surfaces shall be suspended when wind speed exceeds 25 miles per hour (mph) (such as instantaneous gusts). • Ground cover in disturbed areas shall be replaced as quickly as possible. • Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust 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 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</p>	<ul style="list-style-type: none"> • Streets shall be swept at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water. • Large bulldozers and excavators shall be suspended during third smog alerts. <p>Consistent with SCAQMD Rule 1113, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • The contractor shall use architectural coatings that average 50 g/L VOC content or less. • The development shall utilize low VOC cleaning supplies. <p>Consistent with Section 2485 of Title 13 of the California Code of Regulations, the following measures shall be incorporated into Project plans and specifications:</p> <ul style="list-style-type: none"> • Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site. <p>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"> • Equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications. • All diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with 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. • All diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</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 Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>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).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <p>a. 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.</p> <p>b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.</p> <p>c. 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.</p> <p>w) As applicable for port projects, the following measures should be considered:</p> <p>a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).</p>	<ul style="list-style-type: none"> • When possible, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. 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. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. 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. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. 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. <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"> a. 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 air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. 	

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities</p>	
<p><i>Impact AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard</i></p> <p>See PMM-AQ-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM AQ-1, above.</p>
<p><i>Impact AQ-4 Expose sensitive receptors to substantial pollutant concentrations</i></p> <p>See PMM-AQ-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM AQ-1, above.</p>
<p><i>Impact AQ-5 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
BIOLOGICAL RESOURCES	
<p><i>Impact BIO-1 Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or</i></p>	<p>No mitigation applies. The Project Site is located in a developed, urban area and would replace an office building and associated parking. Neither the Project Site nor the surrounding properties contain any sensitive or protected habitat/species. Development of the Project would not result in</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>by the California Department of Fish and Game or US Fish and Wildlife Service</p> <p>PMM BIO-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 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"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. 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"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat 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. 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. 	<p>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. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> 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. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. 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. h) Appoint a qualified biologist to monitor implementation of mitigation measures. 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. j) Develop an invasive species control plan associated with project construction. 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. l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance. 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. 	
<p><i>Impact BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service</i></p> <p>PMM BIO-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 riparian habitats and other sensitive natural communities, as applicable</p>	<p>No mitigation applies. The Project is located in a developed, urban area and would replace existing development. There is no riparian habitat or other sensitive natural community located on or near the Project Site. Therefore, development of the Project would not result in adverse effects to any riparian habitat or other sensitive 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 Wildlife or the U.S. Fish and Wildlife Service. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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. 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. 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 protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code. 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. 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. 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. g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible. 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. 	

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities. j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures. k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased. 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. m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan. n) Install fencing and/or mark sensitive habitat to be avoided during construction activities. 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. p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). 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><i>Impact BIO-3 Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means</i></p>	<p>No mitigation applies. No protected wetlands or other such habitat that are under the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies are located on or near the Project Site. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>PMM BIO-3: 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 wetlands, 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"> 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. 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. 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 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: 	

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> -- Permittee-responsible mitigation -- Contribution of in-kind in-lieu fees -- Use of in-kind mitigation bank credits -- Where avoidance is determined to be infeasible, and <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 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"> -- Avoidance -- Impact Minimization -- On-site alternatives -- Off-site alternatives <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>	
<p><i>Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites</i></p> <p>PMM BIO-4: 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 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"> 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. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM BIO-4.</p> <p>The Project Site is located in a developed urban area, and the Project would replace existing development. The Project Site and surrounding area are not part of a wildlife corridor or in proximity to any native wildlife nursery sites.</p> <p>The Project Site is currently developed with an office building and associated parking. As identified in the <i>Tree Report</i> prepared for the Project (refer to Appendix A), there are seven American sycamore trees (<i>Platanus occidentalis</i>), six Indian laurel trees (<i>Ficus nitida</i>), and four cajaput trees (<i>Melaleuca quinquenervia</i>) located on the Project Site. None</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.</p> <p>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.</p> <p>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 project sites from February 1 through August 31.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</p> <p>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 that could reduce function of recognized movement corridor.</p> <p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>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.</p>	<p>of these trees is considered a protected tree as defined by the City. All of these trees would be removed as part of the Project. Removal of trees has the potential to impact nesting bird species, if they are present at the time of tree removal. Nesting birds are protected under the Federal MBTA (Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20) and Section 3503 of the California Department of Fish and Game Code. Removal of the trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 [commencing with Section 1900] of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 [commencing with Section 2050] of Division 3 of the Fish and Game Code).</p> <p>Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 1 to September 1) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>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, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> -- Wildlife movement buffer zones -- Corridor realignment -- Appropriately spaced breaks in center barriers -- Stream rerouting -- Culverts -- Creation of artificial movement corridors such as freeway under- or overpasses -- Other comparable measures <p>p) Where the lead agency has identified that a 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><i>Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance</i></p> <p>PMM BIO-5: 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 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>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM BIO-5.</p> <p>The Project Site is located in a developed urban area, and the Project would replace existing development.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. 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. 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. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are 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 in place for duration of all such work. Clearly mark all trees to be removed. 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, filling, 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. 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, 	<p>The Project Site is currently developed with an office building and associated parking. As identified in the <i>Tree Report</i> prepared for the Project (refer to Appendix A), there are seven American sycamore trees (<i>Platanus occidentalis</i>), six Indian laurel trees (<i>Ficus nitida</i>), and four cajaput trees (<i>Melaleuca quinquenervia</i>) located on the Project Site. None of these trees is considered a protected tree as defined by the City. All of these trees would be removed as part of the Project, and all removed trees would be replaced in accordance with existing City requirements for tree replacement. In addition, the Project would comply with the City’s existing Protected Tree Ordinance that is similar to PMM BIO-5. Thus, development of the Project would not conflict with any local policies or ordinances protecting biological resources.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>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> <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"> -- Avoidance strategies -- Contribution of in-lieu fees -- Planting of replacement trees -- Re-landscaping areas with native vegetation post-construction -- Other comparable measures developed in consultation with local agency and certified arborist. 	
<p><i>Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.</i></p> <p>PMM BIO-6: 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 on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>No mitigation applies. The Project Site is not subject to any 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 an existing Significant Ecological Area. Thus, incorporation of the mitigation measure is not required.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.</p> <p>b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.</p> <p>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. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.</p>	
CULTURAL RESOURCES	
<p>Impact 3.5-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5</p> <p>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:</p> <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</p>	<p>No mitigation applies. Regarding historical resources, the Project Site is currently developed with an office building and associated parking and does not contain any historical resources. Additionally, no historical resources are located near the Project Site.</p> <p>Regarding archaeological resources, the City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM CULT-1. The Project Site is located in an urbanized area of the City and is currently developed. Given the disturbed nature of the soils at the Project Site due to previous development, the probability of encountering archaeological resources at the site is low. However, the Project Applicant would be required to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Unknown Archaeological Resources, which requires the following:</p> <ul style="list-style-type: none"> • If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and: <ul style="list-style-type: none"> ○ The services of an archaeologist shall then be secured

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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"> -- 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. <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</p>	<p>by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;</p> <ul style="list-style-type: none"> o The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and o The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report. <ul style="list-style-type: none"> • Project development activities may resume once copies of the archaeological survey, study or report are submitted to: <ul style="list-style-type: none"> SCCIC Department of Anthropology McCarthy Hall 477 CSU Fullerton 800 North State College Boulevard Fullerton, CA 92834 • Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered. • A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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.</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> <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</p>	

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Impacts and Mitigation Measure	Applicability to the Project
<p>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.</p> <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 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>	

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Impacts and Mitigation Measure	Applicability to the Project
<p>Impact 3.5-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5</p> <p>See PMM CULT-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM CULT-1, above.</p>
<p>Impact 3.5-3 Disturb human remains, including those interred outside of dedicated cemeteries</p> <p>PMM CULT-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 human remains, 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"> 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. b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional: <ul style="list-style-type: none"> -- 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 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. -- 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 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than PMM CULT-2. The Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Nonetheless, compliance with existing regulatory requirements would ensure that potential human remains would be handled properly.</p> <ul style="list-style-type: none"> • Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered unexpectedly during construction demolition and/or grading activities, it is required 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 Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed: <ul style="list-style-type: none"> – Stop immediately and contact the County Coroner: 1104 N. Mission Road Los Angeles, CA 90033 323-343-0512 (8 AM to 5 PM 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 NAHC. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. <ul style="list-style-type: none"> – 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.

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Impacts and Mitigation Measure	Applicability to the Project
<p>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>	<ul style="list-style-type: none"> If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.
ENERGY	
<p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
GEOLOGY AND SOILS	
<p>Impact GEO-1 <i>Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p>Impact GEO-2 <i>Result in substantial soil erosion or the loss of topsoil</i></p> <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 historical resources, 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 identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM GEO-1. The Project would be required to comply with existing regulatory requirements pertaining to erosion and stormwater control, as well as the design and construction recommendations contained in a Geotechnical Investigation Report that the City require of the Project Applicant for the Project. Specifically, as required by LAMC Section 91.7006, a design-level geotechnical report shall be reviewed and approved by LADBS that incorporates the recommendations of these existing reports and demonstrates compliance with the City's existing geology and soils requirements, including but not limited to LAMC Section 91.7013 pertaining to erosion control and drainage devices, Section 91.7014 regarding flood and mudflow</p>

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Impacts and Mitigation Measure	Applicability to the Project
<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 wells are identified within construction areas to ensure the stability of nearby soils.</p>	<p>protection, and Section 91.7016 regarding regulations for areas that are subject to slides and unstable soils.</p> <p>The Project would also be required to comply with the Construction General Permit Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ to prevent short-term construction water quality (including erosion and sedimentation issues) impacts. These mandatory requirements would minimize soil erosion and the transmission of sediment into the City's separate storm water sewer system.</p> <p>The Project's construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit erosion. The Project would also be designed to comply with the City's LID Ordinance.</p>
<p><i>Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><i>Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property</i></p> <p>No mitigation measures required</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><i>Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>

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Impacts and Mitigation Measure	Applicability to the Project
<p>Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM GEO-2. The Project would be required to comply with existing regulations related to the discovery of unknown paleontological resources, should they be encountered during ground disturbing activities as outlined in PMM GEO-2. If paleontological resources are discovered during excavation, grading, or construction, LADBS 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 PRC Section 21083.2.</p>

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Impacts and Mitigation Measure	Applicability to the Project
<p>diagnostic characteristics of the materials with the potential to be encountered.</p> <ol style="list-style-type: none"> 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. <ol style="list-style-type: none"> 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 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. 	

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Impacts and Mitigation Measure	Applicability to the Project
GREENHOUSE GAS EMISSIONS	
<p>Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment</p> <p>PMM GHG-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 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"> 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"> i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Prohibit gas-powered landscape maintenance equipment. ix. Install electric vehicle charging stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. 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 State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM GHG-1, such as the City's Green Building Code, which incorporates the CALGreen requirements identified in the mitigation measure. Also, the Project includes other features that are listed within the mitigation measure, including developing on a site that is located near existing transit and including bicycle parking;</p> <p>Additionally, the Project would incorporate the following energy and water efficiency measures, which would reduce the Project's generation of GHG emissions:</p> <p><u>Building Envelope</u></p> <ol style="list-style-type: none"> 1. Wood-framed exterior walls with R-21 batt insulation: This high density insulation provides a greater R-value which improves insulation and, hence, reduces heating and cooling energy use. 2. Wood-framed roofs with R-38 batt insulation: The thickness of the proposed insulation also increases the R-value, reducing heating and cooling energy use. 3. High-reflectance roofing rated by the Cool Roof Rating Council: A "cool roof" reflects additional solar heat, which reduces cooling energy in cooling-dominated climates like Southern California. 4. Overhanging balconies for solar shading: Projecting balconies provide shading for windows that keep solar heat out, which reduces cooling energy use. Another benefit is reduced glare, which makes the space more comfortable. 5. High-performance windows with dual-paned low-emissivity glazing: Dual-paned windows provide additional insulation over single-paned windows, while high performance, low-emissivity coatings help to let in mostly visible light while blocking unwanted wavelengths that let in heat without light. These combined effects reduce cooling energy during the summer and heating during the winter. <p><u>Lighting</u></p>

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Impacts and Mitigation Measure	Applicability to the Project
<p>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:</p> <ul style="list-style-type: none"> i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. <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"> i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; 	<ol style="list-style-type: none"> 1. Optimized façade to capitalize on natural daylight first: Optimizing the façade is a means of balancing the number of windows. Windows let in natural daylight, which allows electric lights to be turned off, but they also bring in additional heating and cooling when compared to an insulated wall. The result is a building that provides ample daylighting while not being excessive, decreasing overall lighting, heating and cooling energy use. 2. High-efficacy, LED lamp types for common areas: High-efficacy LED fixtures provide more lumens (light output) per watt (electric input) than other lamps like fluorescent or incandescent. 3. Daylighting controls for all indoor, nonresidential spaces: Also known as “daylight harvesting,” these controls sense the amount of natural daylight entering a space to automatically dim the electric lights, saving energy while maintaining light levels. 4. Occupancy controls with dimming for most common area lighting: Occupancy controls sense when spaces are vacant for a period of time and automatically turn off lights, saving energy as compared to leaving them on. <p><u>HVAC System</u></p> <ol style="list-style-type: none"> 1. High-efficiency 19 SEER split system heat pumps for HVAC: Split system heat pumps have one outdoor unit connected to one indoor FCU. SEER represents the “average” efficiency of HVAC equipment. By increasing this value over typical code-minimum efficiencies, the equipment provides the same amount of heating and cooling while using less electricity to operate it. Providing individual systems for each apartment allows the system to be powered from the tenants’ electric meter, which tends to encourage more responsible use and lower energy consumption. <p><u>Domestic Water Heating</u></p> <ol style="list-style-type: none"> 1. Centralized hot water system: Centralized water heating systems are larger and use more efficient equipment than individual heating within the units (condensing water heaters are around 92 percent efficient). They have recirculation controls to keep water in the lines hot, which reduces waste. They also make it easier to integrate into renewable energy systems like solar hot water.

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Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply; xii. Unbundle parking costs; xiii. Provide parking cash-out programs; xiv. Implement or provide access to commute reduction program; 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; 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 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"> i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; 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; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. 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; 	<p>2. High-efficiency (low-flow) water fixtures: Using more efficient fixtures inherently uses less hot water, which reduces energy used for water heating (while also saving potable water).</p> <p><i>Water Conservation Features</i></p> <ol style="list-style-type: none"> 1. Showerheads: 1.8 gpm 2. Lavatory faucets: 1.2 gpm (residential), 0.4 gpm (nonresidential) 3. Kitchen faucets: 1.5 gpm 4. Tank water closets (toilets): 1.28 gpf 5. Urinals: 0.125 gpf 6. Clothes washers: Energy Star certified, 3.2 WF 7. Dishwashers: Energy Star certified, 4 gpc <p>As discussed in the <i>Energy and Water Efficiency Compliance Report</i> prepared by Zinner Consultants, dated April 2021 (refer to Appendix F), the Project's inclusion of these measures would ensure that the Project is 16.2 percent more energy efficient than the Title 24 standards and would achieve approximately 634.4 percent less water usage than MWD's baseline usage, thereby achieving further consistent with regional GHG emissions reduction efforts. These Project features would result in reduced energy consumption and corresponding reduction in GHG emissions, consistent with the project-related mitigation suggested by SCAG.</p> <p>Collectively, these Project features and conditions as well as the Project's required regulatory compliance would result in reduced energy consumption, reduced VMT, and corresponding reduction in GHG emissions, consistent with the Project-related mitigation identified by SCAG.</p> <p>Thus, application of this mitigation measure is not required.</p>

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Impacts and Mitigation Measure	Applicability to the Project
<p>j) Land use siting and design measures that reduce GHG emissions, including:</p> <ul style="list-style-type: none"> i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; 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 v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. <p>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.</p>	
<p><i>Impact GHG-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases</i></p> <p>See PMM GHG-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM GHG-1, above.</p>
HAZARDS AND HAZARDOUS MATERIALS	
<p><i>Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials</i></p> <p>PMM HAZ-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 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"> a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM HAZ-1. 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</p>

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Impacts and Mitigation Measure	Applicability to the Project
<p>demonstrating use of roadways designated for the transport of such materials.</p> <p>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.</p> <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"> -- The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. -- The location of such hazardous materials. -- An emergency response plan including employee training information. -- A plan that describes the way these materials are handled, transported and disposed. <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>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p>	<p>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. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City regulations, including the following:</p> <ul style="list-style-type: none"> • All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local laws. • During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> j) Improve rail transportation route analysis, and modification of routes based on that analysis. k) Use the best available inspection equipment and protocols and implement positive train control. l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size. m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. 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. 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. p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency resencies. 	
<p><i>Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</i></p> <p>PMM HAZ-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 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"> a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; b) More stringent tank car safety standards; 	<p>No mitigation applies. The Project does not include the shipment of flammable liquids and other hazardous materials and does not include any rail transportation. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> c) Improved rail transportation route analysis, and modification of routes based on that analysis; d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; 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; 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; h) 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 hazardous materials. 	
<p><i>Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school</i></p> <p>PMM HAZ-3: 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 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"> 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. 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. 	<p>No mitigation applies. Canoga Park Elementary School is located within 0.25 miles of the Project Site. However, as discussed previously, the City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than this mitigation measure. 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. Furthermore, the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City regulations, including the following:</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
	<ul style="list-style-type: none"> • All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local laws. • During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane. <p>Thus, application of this mitigation measure is not required.</p>
<p><i>Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment</i></p> <p>PMM HAZ-4: 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 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> <ol style="list-style-type: none"> 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 review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. 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 	<p>No mitigation applies. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.⁵ Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, incorporation of this mitigation measure into the Project is not required.</p>

⁵ Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed March 2021.

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Impacts and Mitigation Measure	Applicability to the Project
<p>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>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.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>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.</p>	

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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 disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 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>	

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<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>	
<p><i>Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area</i></p> <p>See PMM NOISE-1, below.</p>	<p>No mitigation applies. The Project Site is not located within two miles of a public airport or public use airport. The closest airport is the Van Nuys Airport, located approximately 4.6 miles to the east. Thus, incorporation of this mitigation measure is not required.</p>
<p><i>Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan</i></p> <p>PMM HAZ-5: 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 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"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM HAZ-5. Specifically, the LAFD would require that the Project Applicant submit an emergency response plan to the LAFD as part of LAFD's review of the Project plans as part of the standard building permit review process per LAMC Section 57.118. Moreover, the Project does not propose permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. Furthermore, no full road closures are anticipated during construction of the Project. Thus, the Project would not impair implementation of or physically interfere within an adopted emergency response plan or emergency evacuation plan.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	
<p>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires</p> <p>See Impact WF-2, below.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM WF-1, below.</p>
HYDROLOGY AND WATER QUALITY	
<p>Impact HYD-1 Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality</p> <p>PMM HYD-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 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"> a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction. b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. 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. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. 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: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM HYD-1. 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 LARWQCB and the City. 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 erosion. The Project would also be designed to comply with the City's LID Ordinance.</p> <p>Prior to the issuance of grading permits, the Applicant would submit a LID Plan to 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>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 erosion and sedimentation from entering the storm drains during the construction period.</p> <p>During operation the Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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.</p> <p>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 rights-of-way, not just later during the facilities design and construction phase.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>redevelopment in the City that requires replace 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 and discharge requirements or otherwise substantially degrade water quality.</p> <p>Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and construction activities.</p>
<p><i>Impact HYD-2 Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin</i></p> <p>PMM HYD-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 from violation of any water quality standards or waste discharge requirements or</p>	<p>No mitigation applies. The Project Site is fully developed with impervious surfaces (an office building and associated parking) and is not a significant area of groundwater recharge. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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"> a) Avoid designs that require continual dewatering where feasible. 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. b) 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. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. d) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	
<p><i>Impact HYD-3a Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on-or off-site</i></p> <p>See PMM HYD-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM HYD-1, above.</p>
<p><i>Impact HYD-3b Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site</i></p> <p>See PMM HYD-1 and PMM HYD-2, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM HYD-1 and PMM HYD-2, above.</p>
<p><i>Impact HYD-3c Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff</i></p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM HYD-1 and PMM HYD-2, above.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
See PMM HYD-1 and PMM HYD-2, above.	
<p>Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation</p> <p>PMM HYD-4: 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 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"> 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>No mitigation applies. The Project Site has a very low potential for inundation by seiche, tsunami, or mudflow. The Project Site is located approximately 12 miles away from the Pacific Ocean, with no nearby major waterbodies. Therefore, risks associated with seiches or tsunamis at the Project Site would be considered extremely low. In addition, the Project Site is located in an urbanized portion of the City and is relatively flat, which limits the potential for inundation by mudflow. Thus, the potential for inundation by seiche, tsunami, or mudflow is considered low. Thus, incorporation of this mitigation measure is not required.</p>
<p>Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan</p> <p>See PMM HYD-2, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM HYD-2, above.</p>
LAND USE AND PLANNING	
<p>Impact LU-1 Potential for the Plan to physically divide an established community</p> <p>PMM LU-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 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> <ul style="list-style-type: none"> a) Facilitate good design for land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: 	<p>No mitigation applies. The Project does not include the development of new roadway facilities and would not otherwise physically divide a community. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> -- Selecting alignments within or adjacent to existing public rights of way. -- 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. -- Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). <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"> -- Alignment shifts to minimize the area affected. -- Reduction of the proposed right-of-way take to minimize the overall area of impact. -- Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	
<p><i>Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect</i></p> <p>PMM LU-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 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) 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 benefits of the project warrant an amendment to the general plan or land use regulation.</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM LU-2. The Project would comply with existing regulations that have been identified and are required by the City as the Project is consistent with applicable regional and local land use plans, policies, and regulations. The Project Site is zoned [Q]CR-1VL and is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area with a land use designations of General Commercial. The Project Site is also located within an HQTa and a TPA. Pursuant to LAMC Section 12.22 A.31 and the City's adopted TOC Guidelines, the Project is seeking base TOC incentives to allow the proposed density, floor area, and reduced parking, and is seeking additional TOC incentives to allow yard requirements per the RAS3 zone and an additional 11 feet in building height. Thus, Project would comply with all applicable zoning regulations. Also, the Project would be consistent with applicable objectives and policies set forth in the City's planning and land use documents, including the General Plan Framework Element, General Plan Housing Element, Wilshire Community Plan,</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
	Planning and Zoning Code, and the Los Angeles Green Building Code. Therefore, the Project would not result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project.
MINERAL RESOURCES	
<p>Impact MIN-1 Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state</p> <p>PMM MIN-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 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"> 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. b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as: <ul style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 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. 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 	<p>No mitigation applies. The Project Site is not located within the Los Angeles Downtown Oil Field, a MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.⁶ Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, incorporation of this mitigation measure is not required.</p>

⁶

ZIMAS, City of Los Angeles, Parcel Profile Report, March 2021.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>following completion of the improvement and during long-term operations.</p> <p>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.</p>	
<p><i>Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan</i></p> <p>See PMM MIN-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM MIN-1, above.</p>
NOISE	
<p><i>Impact NOISE-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies</i></p> <p>PMM NOISE-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 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> <ol style="list-style-type: none"> a) Install temporary noise barriers during construction. 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. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance 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 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM NOISE-1. The Project would be required to comply with existing City regulations listed below related to noise that are substantially similar to the relevant portions of PMM NOISE-1.</p> <ul style="list-style-type: none"> • The Project shall comply with LAMC Section 112.05(a), which institutes a maximum noise limit from powered construction equipment of 75 dBA at 50 feet of distance, except where compliance with this standard is technically infeasible. • The Project shall prohibit Project construction activities between the hours of 9:00 PM and 7:00 AM, Monday through Friday; before 8:00 AM or after 6:00 PM on any Saturday; and on any Sunday or national holiday, pursuant to LMAC Section 41.40(a). • The Project shall prohibit any amplified noises, especially those from outdoor sources, from exceeding the ambient noise levels of adjacent properties by more than 5 dBA, pursuant to LAMC Section 112.01. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.</p> <p>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.</p> <p>f) Designate an on-site construction complaint and enforcement manager for the project.</p> <p>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 ports on power equipment shall be muffled or shielded.</p> <p>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.</p> <p>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.</p> <p>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</p> <p>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</p> <p>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</p>	<p>Project's property line, as the Project is located within 500 feet of residential zones.</p> <ul style="list-style-type: none"> The Project shall prevent HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA, pursuant to LAMC Section 112.02(a).

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>than 90 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 measures are feasible and would noticeably reduce noise impacts.</p> <p>s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.</p> <p>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.</p> <p>u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.</p> <p>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.</p>	

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible. y) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. 	
<p><i>Impact NOISE-2 Generation of excessive groundborne vibration or groundborne noise levels</i></p> <p>PMM NOISE-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 violating air quality standards, 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"> 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. 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. 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. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM NOISE-2. The Project would be required to comply with LAMC Section 91.3307.1, which requires adjoining public and private property to be protected from damage during construction, remodeling and demolition work. Groundborne vibration at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (such as refuse trucks and transit buses) on nearby local roadways. The Project would not result in a substantial increase of these heavy-duty vehicles on the adjacent roadways, as solid waste is currently collected at the Project Site and would be collected in the same manner for the proposed residential uses.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps).</p> <p>f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.</p>	
<p><i>Impact NOISE-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels</i></p> <p>See PMM NOISE-1, above</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM NOISE -1, above. Also, the Project Site is not located within two miles of an airport.</p>
<p>POPULATION AND HOUSING</p>	
<p><i>Impact POP-1 Induce a substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure)</i></p> <p>No project-level mitigation measures were identified for this issue.</p>	<p>No mitigation applies. As discussed above under LU-1 and LU-2, no mitigation applies, as the Project is consistent with the goals and policies of regional and local plans and would not induce new growth in the vicinity of the Project Site. Accordingly, the Project's use and development envelope are consistent with SCAG's 2020-2045 RTP/SCS, the Los Angeles General Plan, the City's zoning code, and City TOC program.</p> <p>The Project includes the construction of 149 multi-family residential units on the Project Site (including 12 units set aside as Extremely Low Income units). This increase in housing would not be considered a substantial increase in housing for the area as the addition of 149 new multi-family residential units is within the anticipated housing increases based on SCAG projections for housing. As such, housing and population growth associated with the Project would not constitute substantial unplanned growth.</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. Furthermore, the Project would respond to the general need for more housing in the region, which would help accommodate the growth forecast for the City.</p>
<p><i>Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.</i></p>	<p>No mitigation applies. Noise housing is located on the Project Site, and no housing would be displaced as a result of the Project. Thus, incorporation of this mitigation measure into the Project is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>PMM POP-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 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"> 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. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. 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 encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	
PUBLIC SERVICES	
<p><i>Impact PSF-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></p> <p>See PMM PSP-1, below.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM PSP-1, below.</p> <p>Also, the Project would be required to comply with fire protection design standards, as necessary, per the California Building Code, California Fire Code, LAMC, and the LAFD, to ensure adequate fire protection.</p> <p>Key components of the regulatory requirements (from the CBC, California Fire Code, and LAMC) that would be implemented as part of the Project pursuant to LAFD review and guidance include the following:</p> <ul style="list-style-type: none"> • Building Design: Fire resistant doors and materials, as well as walkways, stairwell and elevator systems (including emergency and fire control elevators) that meet Code requirements.

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
	<ul style="list-style-type: none"> • Fire Safety Features: Installation of automatic sprinkler systems, smoke detectors, and appropriate signage and internal exit routes to facilitate a building evacuation if necessary. Installation of a fire alarm system, building emergency communication system, and smoke control system. • Emergency Safety Provisions: Implementation of an Emergency Plan in accordance with LAMC Section 57.33.19. The Emergency Plan would establish dedicated personnel and emergency procedures to assist the LAFD during an emergency incident. • LAFD Access: Access for LAFD apparatus and personnel would be provided to the Project Site in accordance with LAFD requirements, inclusive of standards regarding fire lane widths and weight capacities needed to support fire fighting vehicles. <p>In addition, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review and approval by the LAFD. The Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD, such that it would require the construction of a new fire station. Further, even if a new fire station, or the expansion of an existing station, was determined to be warranted by LAFD, the Project area is highly developed, and the site of a new fire station or expansion of an existing station would likely be on an infill lot that would likely be less than one acre in size and thus, would be eligible for a CEQA exemption or negative declaration.</p>
<p><i>Impact PSP-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></p> <p>PMM PSP-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 of</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM PSP-1. In accordance with existing City regulations, the Project would implement appropriate temporary security features during construction (such as installation of chain link fencing and security lighting around the Project Site). Further, during operation, the Project would provide perimeter lighting to provide increased visibility and security, parking access control, and residential units access control.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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"> • 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 in to the project description. • 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. • 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 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>These measures would provide defensible spaces designed to reduce opportunity crime and ensure safety and security. Thus, the Project would not generate a demand for additional police protection services that could exceed LAPD's capability to serve the Project Site. Therefore, 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.</p>
<p><i>Impact PSS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered education facilities, need for new or physically altered education facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></p> <p>PMM PSS-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 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>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM PSS-1. The Project Applicant would be required to pay developer fees to the LAUSD as required by law and which considered full and complete mitigation, pursuant to SB 50 and California Government Code Section 65995.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p><i>Impact PSL-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives</i></p> <p>PMM PSL-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 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>No mitigation applies. The Project Site is located in an urbanized area of the City that is already served by several existing libraries, including: Canoga Park Branch Library, Platt Branch Library, Woodland Hills Branch Library, Chatsworth Branch Library, and West Valley Regional Branch Library. While the Project's residential population could result in an increased demand for library services, the Project would not create the need for new or altered library facilities. Thus, incorporation of this mitigation measure is not required.</p>
RECREATION	
<p><i>Impact REC-1 Potential to 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</i></p> <p>PMM REC-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 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> <p>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.</p> <p>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</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM REC-1. Specifically, any demand for 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. Additionally, the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities, in accordance with Ordinance 184,505 (Parks Dedication and Fee Update). Therefore, the Project 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>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>costs on infrastructure and make better use of existing facilities, using strategies such as:</p> <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 	
<p><i>Impact REC-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives</i></p> <p><i>Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment</i></p> <p>See PMM REC-1, PMM AQ-2, and PMM NOISE-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM REC-1, PMM AQ-2, and PMM NOISE-1, above.</p>
TRANSPORTATION	
<p><i>Impact TRA-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>
<p><i>Impact TRA-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3(b)</i></p> <p>PMM TRA-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 transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>No mitigation applies. A VMT analysis was conducted for the Project as part of the <i>Transportation Assessment</i>, prepared by Gibson Transportation Consulting, Inc., dated March 2021 (refer to Appendix H). The Project’s VMT was assessed, based on LADOT’s VMT Calculator tool. The Project Site is located in the South Valley Area Planning Commission (APC) area, which has an average household VMT threshold of 9.4 per capita. As discussed in the <i>Transportation Assessment Report</i>, the Project would have a daily household VMT of 8.4 per capita. Thus, the Project’s VMT would fall below LADOT’s threshold for the South Valley APC. Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> • 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"> -- include TDM mitigation requirements for new developments; -- incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; -- provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; -- implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; -- develop TDM-specific performance measures to evaluate project-specific and system-wide performance; -- incorporate TDM performance measures in the decision-making process for identifying transportation investments; -- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and -- set aside funding for TDM initiatives. -- 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. 	
<p><i>Impact TRA-3 Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)</i></p> <p>No mitigation measures required.</p>	<p>No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.</p>

**Table G-2
Applicability of 2020-2045 RTP/SCS Final EIR Mitigation Measures**

Impacts and Mitigation Measure	Applicability to the Project
<p>Impact TRA-4 Result in inadequate emergency access</p> <p>Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan</p> <p>PMM TRA-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 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:</p> <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"> -- 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. -- 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. -- Scheduling of truck trips outside of peak morning and evening commute hours. -- Limiting of lane closures during peak hours to the extent possible. -- Usage of haul routes minimizing truck traffic on local roadways to the extent possible. -- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. -- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. 	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than Mitigation Measure PMM TRA-2. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. Also, prior to issuance of a building permit, the Project Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access.</p> <p>The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. Prior to issuance of a building permit, the Project Applicant would be required by the City to develop an emergency response plan in consultation with the LAFD. The emergency response plan shall include but not be limited to: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Through compliance with these City requirement, the Project would not result in inadequate emergency access and would not impair an adopted emergency response plan or emergency evacuation plan.</p>

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Impacts and Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> -- 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. -- Storage of construction materials only in designated areas. -- 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. -- Enhance emergency preparedness awareness among public agencies and with the public at large. 	
TRIBAL CULTURAL RESOURCES	
<p><i>Impact TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:</i></p> <ul style="list-style-type: none"> <i>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</i> <i>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1</i> <p>See PMM CULT-1, above.</p> <p>PMM TCR-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 on</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than Mitigation Measure PMM TRC-1. The Project Site is in an urbanized area of the City, is currently developed, and has been developed with various uses in its history, resulting in disturbance of the upper level of soil at the site. No tribal cultural resources are known to exist at the site. Additionally, the City would require the Project Applicant to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Unknown Tribal Cultural Resources, which requires the following:</p> <ul style="list-style-type: none"> • In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease on the project site until the potential tribal cultural resources are

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>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"> 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; 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; 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. 	<p>properly assessed and addressed pursuant to the process set forth below:</p> <ul style="list-style-type: none"> - Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-1454. - If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. - The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible. - The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City. - If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.

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Impacts and Mitigation Measure	Applicability to the Project
	<ul style="list-style-type: none"> - The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate. - Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. - Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.
UTILITIES AND SERVICE SYSTEMS	
<p><i>Impact USSW-1 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals</i></p> <p><i>Impact USSW-2 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste</i></p> <p>PMM USSW-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 the generation of solid waste, as applicable and feasible. Such measures may 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> <p>a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.</p>	<p>No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM USSW-2. 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 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 CoIWMP, pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP (the 2019 Annual Report for Los Angeles County) states that no solid waste disposal</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>b) Inclusion of a waste management plan that promotes maximum C&D diversion.</p> <p>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.).</p> <p>d) Reuse of existing structure and shell in renovation projects.</p> <p>e) Development of indoor recycling program and space.</p> <p>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.</p> <p>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 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</p>	<p>capacity shortfall is anticipated within the next 15 years under current conditions.⁷</p> <p>The City's CiSWMPP is a long-range policy plan adopted in 1993 to provide direction for the 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 2012.⁸ The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, 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 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 recycle C&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&D waste generated within City limits to be taken to City-certified C&D waste processors. 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 consistency with this mitigation measure.</p>

⁷ County of Los Angeles Department of Public Works, *CoIWMP 2019 Annual Report*, December 2019, page 37.

⁸ LASAN, *Recycling*, 2021, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguuldg_5&_afLoop=10870014375826670#!, accessed March 2021.

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Impacts and Mitigation Measure	Applicability to the Project
<p>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 and green waste recycling) and providing public education and publicity about recycling services.</p>	<p>Project construction waste would be hauled by permitted haulers and taken only to City-certified construction and demolition (C&D) processing facilities that are monitored for compliance with existing regulations. Project-generated C&D waste would represent a very small portion of the waste disposal capacity in the region. In addition, waste generated by the Project would be subject to State and local recycling and waste diversion strategies and policies including the City's Zero Waste Plan goal of achieving a 90 percent solid waste diversion rate by 2025.</p>
<p><i>Impact USWW-1 Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects</i></p> <p>See PMM HYD-1, above.</p> <p>PMM-USWW-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 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"> • 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 	<p>No mitigation applies. Wastewater treatment for the Project Site is accommodated at the Hyperion Treatment Plant, which has a current available treatment capacity of 260 million gallons per day (mgd) (refer to the <i>Utility Infrastructure Technical Report: Water, Wastewater, and Energy</i> prepared by KPFF Consulting Engineers, dated April 2021 (refer to Appendix D). The report estimates that the Project would generate approximately 15,945 gallons of wastewater per day, representing approximately 0.01 percent of the available treatment capacity. Thus, the Hyperion Treatment Plant would have adequate capacity to accommodate the Project's wastewater generation, and relocated or new facilities would not be required.</p> <p>Regarding storm drain facilities, the Project Site is served by the City's existing storm drain system. The Project Site in its existing condition is largely impervious; this would not change a result of the Project. As a result, the amount of runoff from the Project Site as a result of the Project would not alter (either less or more) than existing runoff levels, and relocated or new storm drains would not be required.</p> <p>Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.</p>	
<p><i>Impact USWW-2 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments</i></p> <p>See PMM USWW-1, above</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM USWW-1, above.</p>
<p><i>Impact USWS-1 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects</i></p> <p>PMM-USWS-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 ensure sufficient water supplies, 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"> 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 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. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. 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 onsite to tertiary standards and use it for non-potable uses onsite. 	<p>No mitigation applies. Based on the <i>Utility Infrastructure Technical Report: Water, Wastewater, and Energy</i> prepared by KPFF Consulting Engineers, dated April 2021 (refer to Appendix D), water conveyance infrastructure in the vicinity of the Project Site includes a 12-inch water main in Topanga Canyon Boulevard and a 6-inch water main in Leadwell Street. According to the report, the Project would consume approximately 19,134 gallons of water per day. The Project could be adequately served by the existing infrastructure, and relocation or new infrastructure would not be required.</p> <p>Thus, incorporation of this mitigation measure is not required.</p>

**Table G-2
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Impacts and Mitigation Measure	Applicability to the Project
<p>Impact USWS-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years</p> <p>See PMM USWS-1, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM USWS-1, above.</p>
WILDFIRE	
<p>Impact WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire</p> <p>Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires</p> <p>PMM WF-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 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"> 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. 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. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. 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. 	<p>No mitigation applies. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, incorporation of this mitigation measure is not required.</p>

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Impacts and Mitigation Measure	Applicability to the Project
<p><i>Impact WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment</i></p> <p>See PMM HAZ-4, above.</p> <p>PMM WF-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 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"> a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: <ul style="list-style-type: none"> -- Submit a fire protection plan including the designation of fire watch staff; -- Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; -- Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and -- Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	<p>No mitigation applies. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Thus, incorporation of this mitigation measure is not required.</p>
<p><i>Impact WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes</i></p> <p>See PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4, above.</p>	<p>No mitigation applies. Refer to the discussion of the applicability of PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4, above.</p>
<p><i>Source: SCAG, 2020-2045 RTP/SCS Final EIR, Mitigation Monitoring and Reporting Program, adopted May 2020.</i></p>	