



City of Los Angeles

Department of City Planning

221 N. Figueroa Street, Suite 1350 • Los Angeles, CA 90012

Sustainable Communities Environmental Assessment Erratum

Belmont Village Senior Living Westwood II Project

WESTWOOD COMMUNITY PLAN AREA

Case Number: ENV-2019-5735-SCEA

February 2021

TABLE OF CONTENTS

1.	Introduction.....	1
2.	Specific Revisions to the SCEA Text	2
3.	Supplemental Consistency Analysis Regarding the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy	4
4.	Incorporation of Applicable Mitigation Measures from the 2020-2045 RTP/SCS Program EIR.....	9

1. INTRODUCTION

This Erratum makes minor technical corrections and clarifications to the Sustainable Communities Environmental Assessment (SCEA) for the Belmont Village Senior Living Westwood II project (Project). These modifications clarify and refine the SCEA and provide supplemental information to City decision-makers and the public.

CEQA requires recirculation of an environmental document only when substantial revisions are made or significant new information is added (refer to CEQA Guidelines Section 15088.5 regarding environmental impact reports and CEQA Guidelines Section 15073.5 regarding negative declarations) before the document is certified or adopted. Section 15073.5 of the CEQA Guidelines, which is most directly applicable to SCEAs, specifically states that:

- (a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.
- (b) A “substantial revision” of the negative declaration shall mean:
 - (1) A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
 - (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.
- (c) Recirculation is not required under the following circumstances:
 - (1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
 - (2) New project revisions are added in response to written or verbal comments on the project's effects identified in the proposed negative declaration which are not new avoidable significant effects.
 - (3) Measures or conditions of project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
 - (4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

The information added pursuant to this Erratum does not disclose any new significant environmental impact that would result from the Project, nor does it identify any new or different mitigation measures that are required to reduce the Project's environmental effects to a level of insignificance. All information added pursuant to this Erratum merely clarifies, amplifies, or makes insignificant modifications to the information contained in the SCEA. The City has reviewed the information in this Erratum and has determined that it does not change any of the basic findings or conclusions of the SCEA, does not constitute a “substantial revision” pursuant to CEQA Guidelines Section 15073.5, and does not require recirculation of the SCEA.

2. SPECIFIC REVISIONS TO THE SCEA TEXT

Two minor textual revisions to the SCEA text are being made to more accurately reflect the Project's proposed features. These revisions are described in detail below, with deletions presented as ~~strike through~~ and additional language presented in underline.

Clarification of Extent of Masonry Wall Proposed Under Project Design Feature PDF-N-3

As discussed in Section 4, Subsection 13, Noise, of the SCEA, the Project's potential operational noise impacts, including those potential impacts associated from the Childcare Facility's outdoor play area at the southwestern portion of the Project Site, were assessed and found to be less than significant without requiring mitigation. Notwithstanding, the Applicant proposed installation of a minimum five-foot-high masonry wall and landscaping adjacent to the proposed play area in order to block the line-of-sight from the proposed play area to adjacent residences to the south, in order to further ensure the attenuation of play area noise. However, as presented in the SCEA, the proposed wall is described as extending along the full extent of the Project Site's southern property line, which was neither intended nor appropriate to achieve the goal of the project design feature. Accordingly, in order to accurately reflect the purpose and extent of the proposed project design feature, the following changes are proposed to PDF-N-3.

Section 3.0: SCEA Criteria and Section 4.0: SCEA and Initial Study

Project Design Feature (PDF)

PDF-N-3: Masonry Wall and Landscaping. A masonry wall and landscaping shall be installed along the southern property line of the Project Site congruent with the proposed outdoor play area. The masonry wall shall be at least five feet in height and block the line-of-sight between the proposed Childcare Facility's outdoor play area and the existing homes on Wellworth Avenue.

Clarification of Wall Heights Proposed for Childcare Facility

As discussed in Section 4, Subsection 13, Noise, of the SCEA, the Project's potential operational noise impacts associated with the small second play area for infants and toddlers located north of the proposed Childcare Facility would be less than significant. This is because this play area would be smaller than and similar in location to the Church preschool's existing outdoor play area, resulting in no net change in operational noise from current conditions. Thus, no significant noise impact would occur relative to current noise conditions as demonstrated by the ambient noise measurements conducted for the SCEA's noise analysis. Moreover, as described in Subsection 13 and shown on the Project plans included as Appendix A of the SCEA, this small northern play area would be enclosed by a concrete masonry unit wall of up to six feet in height that would both protect children and also further attenuate potential noise effects at nearby land uses. A wall of up to six feet in height is consistent with State childcare facility licensing requirements, which mandate fence heights of at least four feet surrounding child play areas. However, pursuant to the LAMC, the proposed wall exceeds the three and one half foot maximum height for fences and walls located in the front yard of the R1 zone. Therefore, the LAMC would not permit walls of the height that is required by State regulations and accordingly, the Applicant is requesting a deviation from the LAMC's fence height limits to exceed the three and one half foot maximum height.

Furthermore, as shown on the Project plans included as Exhibit A of the SCEA, a six-foot masonry wall has been proposed along the Childcare Facility's eastern property line, which is located on a downward slope towards the property to the east. The proposed six-foot height of this wall complies with the LAMC's fence height limits within hillside R1 areas. However, according to the fence height measurement methodology employed by the Los Angeles Department of Building

and Safety when sloping grades exist, the resulting height measurement for this proposed wall could reach eight feet, as measured from a midpoint of the sloping grade per LADBS guidance, instead of from adjacent grade as per typical height measurement methodology. Therefore, the Applicant is requesting a deviation from the LAMC's fence height limits to exceed the six-foot maximum height.

Accordingly, to accurately reflect the Childcare Facility's proposed wall heights, as part of the Project's existing requested relief from the LAMC's height and area regulations for the Childcare Facility pursuant to LAMC Section 12.24 F, the SCEA's list of requested discretionary approvals is being clarified to reflect a request for an over-height front yard fence and an over-height easterly side yard fence for the Childcare Facility.

Section 1.0: Introduction and Section 2.0: Project Description

- **Conditional Use Permit** pursuant to LAMC Section 12.24 W.51 and 12.24 W.9 to allow the proposed Childcare Facility's childcare facility and church administrative office uses within the R1 zone, and the following associated deviations from the otherwise applicable height and area requirements pursuant to LAMC Section 12.24 F:
 - Maximum building height of 33 feet, 3 inches measured from lowest grade to top of building, in lieu of 28 feet and application of an encroachment plane height limit established by LAMC Sections 12.21.1 and 12.08 C.5(a);
 - Consistent side yard setbacks of 5 feet in lieu of those setback dimensions and building plane break dimensions otherwise required by the R1 zone LAMC Section 12.08 C.2 and LAMC Section 12.21 C.3;
 - Floor area of 19,703 square feet (utilizing LAMC Floor Area calculations in lieu of LAMC Residential Floor Area calculations) and corresponding 1.24:1 FAR for the proposed Childcare Center's lot in lieu of the 0.45:1 FAR otherwise permitted by LAMC Section 12.08 C.5(a); and
 - Fence heights of up to six feet in lieu of three and one-half feet otherwise required by LAMC Section 12.22 C.20(f)(2) in the front yard, and up to eight feet in lieu of six feet otherwise required by LAMC Section 12.22 C.20(f)(3) in the required easterly side yard.

The above-described refinements to PDF-N-3 and clarification of the proposed fence heights do not result in any change to the Project's uses, density, floor area, building height, building footprint, or depth of subterranean excavation, as those Project characteristics are described in the SCEA. Accordingly, no changes to any potential environmental effects related to use, density, or floor area (e.g., air quality, greenhouse gas emissions, construction of operational noise, traffic, public services, utilities, energy) would change as a result of these revisions. In addition, no potential environmental effects related to excavation or impervious surfaces (e.g., cultural resources, geology and soils, hydrology and water quality) would change as a result of these changes. Furthermore, no new or different aesthetic impacts would result from these changes, as the Project is an infill mixed-use residential project within a transit priority area, and pursuant to Public Resources Code Section 20199(d) and City of Los Angeles Zoning Information File No. 2452, aesthetic impacts shall not be considered significant impacts on the environment. Accordingly, the above-described clarifications do not constitute a substantial revision to the SCEA.

3. SUPPLEMENTAL CONSISTENCY ANALYSIS REGARDING THE 2020-2045 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

As described in Section 1.0, Introduction, and Section 3.0, SCEA Criteria, of the SCEA, on April 7, 2016, the Southern California Association of Governments' (SCAG's) Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). The 2016-2040 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern within the SCAG region, including achieving greenhouse gas (GHG) reduction goals established by the California Air Resources Board (CARB). On September 3, 2020, SCAG's Regional Council approved and adopted the latest 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), also commonly referred to as the Connect SoCal plan, which, similar to the 2016-2040 RTP/SCS, sets forth goals, policies, and programs intended to reduce greenhouse gas emissions, improve active transportation, and promote development near existing transportation networks.

At the time of the SCEA's preparation, CARB had not yet certified the 2020-2045 RTP/SCS; accordingly, the SCEA primarily assessed the Project in relation to the 2016-2040 RTP/SCS, with supplemental references to and assessment of the 2020-2045 RTP/SCS, as applicable. CARB has subsequently certified the 2020-2045 RTP/SCS, and accordingly, as a component of this Erratum, additional and supplemental consistency findings have been prepared that further demonstrate the Project's consistency with the 2020-2045 RTP/SCS.

Overview of the Project's Consistency with General Use Designation, Density, Building Intensity, and Applicable Policies of the 2020-2045 RTP/SCS

As described in Subsection 3.2, Transit Priority Project Criteria, of the SCEA, for the 2020-2045 RTP/SCS, SCAG depicted forecasted regional growth patterns by focusing on transportation infrastructure and existing job centers in order to determine where future growth of employment and households would likely occur. Specifically, as described in the 2020-2045 RTP/SCS Sustainable Communities Strategy Technical Report, Priority Growth Areas have been identified in the region where growth is forecasted to occur due to proximity to existing and planned transit, existing job centers, existing and planned infrastructure to support more walkability and use of alternative transportation modes, and in areas identified for jurisdictional expansion (i.e. spheres of influence). These Priority Growth Areas, which are identified on Exhibit 1, Connect SoCal Forecasted Development Regional Development Pattern, of the Sustainable Communities Strategy Technical Report, include Transit Priority Areas, High Quality Transit Areas, Job Centers, Livable Corridors, and Neighborhood Mobility Areas. Collectively, these Priority Growth Areas are anticipated to contain 95 percent of the growth in the region through the horizon year of 2045.

As shown in Figure 3-4 in Section 3.0 of the SCEA, the Project Site falls within an identified Priority Growth Area under the 2020-2045 RTP/SCS.

- TPAs are Priority Growth Areas that are within one half mile of existing or planned 'major' transit stops in the region. A 'major' transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail

transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where transit oriented development can be realized - where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives (SCAG 2020). As shown in Figure 3-5 in Section 3 of the SCEA, according to SCAG's GIS data maps and Sustainable Communities Strategy Technical Report (2020), the Project Site is located in a TPA.

- HQTAs are corridor-focused Priority Growth Areas within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. Like Transit Priority Areas, HQTAs are places where vibrant TOD can be realized and are a cornerstone of land use planning best practice in the SCAG region. As shown in Figure 3-6 in Section 3 of the SCEA, according to SCAG's GIS data maps and Sustainable Communities Strategy Technical Report (2020), the Project Site is located in a HQTA.
- The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to “redevelop” single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within HQTAs, will make transit a more convenient and viable option. The Livable Corridors strategy is comprised of transit improvements, active transportation improvements, and land use policies that encourage context sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities. As shown in Figure 3-7 in Section 3 of the SCEA, according to SCAG's GIS data maps and Sustainable Communities Strategy Technical Report (2020), the Project Site is located along a livable corridor.

The 2020-2045 RTP/SCS also includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. These strategies are intended to be supportive of implementing the regional SCS. The following table evaluates the Project's consistency with the strategies of the SCAG 2020-2045 RTP/SCS.

Implementation Strategy	Project Consistency
Focus Growth Near Destinations & Mobility Options ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets ▪ Plan for growth near transit investments and support implementation of first/last mile strategies. ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	No Conflict. To allow for construction of the Project, the Church’s existing preschool, Fellowship Hall, administrative offices, and surface parking lot located at 10822 Wilshire Boulevard, and a Church-owned single-family residence located at 10812 Ashton Avenue would be demolished. The Church’s existing Sanctuary located on the northern portion of the Project Site fronting Wilshire Boulevard would remain. The proposed Project would construct a new 12-story, 176,580-square foot Eldercare Facility as well as a new two-story, 19,703-square foot Childcare Facility. The Project site is immediately surrounded by other residential and commercial high rise buildings. The Project would incorporate on-site landscaping through new on-site and street trees and plantings, installing on-site lighting and sidewalks to improve pedestrian accessibility, and directing all light away from adjacent residences. The Project would retain existing valued neighborhood services (church and childcare services) on a site that is located in the transition area between the R1 zoned properties to the south/southeast and the dense, high-rise corridor to the north along Wilshire Boulevard. Therefore, the Project would redevelop an infill site to provide residential care/housing with community-serving institutional uses to simultaneously increase and encourage a balance of housing opportunities and serving local needs. The Project site is in a transit-rich and pedestrian accessible location with connectivity to many areas in the City. Specifically, the Project Site is located less than one-quarter mile (approximately 900 feet) from the intersection of Wilshire and Westwood Boulevards, which is served by at least two major bus lines (e.g., Santa Monica Big Blue Bus 12 and Metro Rapid 720) with frequency of service intervals of 15 minutes or less during the morning and afternoon peak commute periods. In addition, this intersection will be served by the Westwood/UCLA Station of Metro’s Purple Line Extension, which is anticipated to be operational in 2027. The Project would encourage the utilization of transit due to its proximity to the Metro Purple Line, bus lines, and bicycle lanes. The Project would include 70 bicycle parking stalls, consisting of 43 long-term bicycle stalls, and 27 short-term bicycle stalls. As a result, the Project would provide residents, employees and visitors with opportunities for walking and biking. It would also provide convenient access to public transit. Furthermore, the Project Site is adjacent to existing, office, institutional, entertainment, and neighborhood-serving commercial uses, including banks, theaters, churches, and other retail uses. Therefore, the location of the Project encourages mobility and accessibility for residents, employees, and visitors of the Project Site.

Implementation Strategy	Project Consistency
Promote Diverse Housing Choices ▪ Preserve and rehabilitate affordable housing and prevent displacement ▪ Identify funding opportunities for new workforce and affordable housing development ▪ Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply ▪ Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	No Conflict. The proposed Project would construct a new 12-story, Eldercare Facility containing up to 53 Senior Independent Housing dwelling units, 77 Assisted Living Care Housing guest rooms, 46 Alzheimer's/Dementia Care Housing guest rooms, and associated residential amenity and service areas. Therefore, the Project would provide multiple housing choices for the City's senior population, thereby helping to meet the great existing demand for senior housing. Although one single family residence would be demolished, the Project would not result in the substantial displacement of existing residences or affordable housing. The Project would provide housing and community-serving institutional uses in close proximity to multiple and diverse transit options, thereby facilitating reductions in vehicle miles traveled and associated GHG emissions. In addition, the Project would achieve further energy and water efficiency and associated GHG reductions through the implementation of multiple measures including, but not limited to, building designs meeting LEED Silver sustainability ratings, cool roof systems, use of Energy Star appliances, and allocated rooftop space for solar panels.
Leverage Technology Innovations ▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments ▪ Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation	No Conflict. To promote low emission technologies, the Project would provide electric vehicle parking in compliance with City standards, which exceed State requirements, and would include 70 bicycle parking stalls consisting of 43 long-term bicycle stalls, and 27 short-term bicycle stalls. The provision of secured bicycle parking would promote safety for bicyclists and their equipment and would encourage alternative means of transportation. Bicycle access to the Project Site is facilitated by the City of Los Angeles bicycle roadway network. Proposed Class II Bicycle Lanes in the City's Mobility Plan 2035 (which includes the City's 2010 Bicycle Plan) are located within an approximate one-mile radius from the Project Site. As discussed in the Section 4, Subsection 17, of the SCEA, a bike score of approximately 75 (Very Bikeable) out of 100 was determined for the Project Site (valued as a positive score). Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. The Project would achieve further energy and water efficiency through the implementation of multiple measures including, but not limited to, building designs meeting LEED Silver sustainability ratings, cool roof systems, use of Energy Star appliances, and allocated rooftop space for solar panels. The second and third strategies do not apply to specific development projects.

Implementation Strategy

Support Implementation of Sustainability Policies

- Pursue funding opportunities to support local sustainable development implementation projects that reduce GHG emissions
- Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations
- Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space
- Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies
- Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region
- Continue to support long range planning efforts by local jurisdictions
- Provide educational opportunities to local decision makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy

Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration
- Integrate local food production into the regional landscape
- Promote more resource efficient development focused on conservation, recycling and reclamation
- Preserve, enhance and restore regional wildlife connectivity
- Reduce consumption of resource areas, including agricultural land
- Identify ways to improve access to public park space

Project Consistency

Not applicable. These policies are directed toward SCAG and the City of Los Angeles and do not apply to the Project. Nonetheless, the Project would support the use of mass transit, walking, and bicycling since the Project would locate mixed-use residential and institutional development on a site located near numerous bus lines, a future Metro Rail stop, and bicycle lanes. Given that the Project would develop residential and institutional uses within walking distance of existing bus lines and a future rail station, and would also provide long-term and short-term bicycle parking, the Project would provide opportunities for residents and visitors to use public transit for work trips and walk to retail businesses near the Project area. Therefore, the Project would contribute to the productivity and use of the regional transportation system by providing housing and jobs near transit and reduce GHG emissions associated with vehicle use. Furthermore, the Project would achieve energy and water efficiency through the implementation of multiple measures including, but not limited to, building designs meeting LEED Silver sustainability ratings, cool roof systems, use of Energy Star appliances, and allocated rooftop space for solar panels.

No Conflict. The Project is an infill development that would involve construction of residential and institutional uses in an urbanized area and would therefore not interfere with regional wildlife connectivity or convert agricultural land. The Project would be required to comply with California Building Code Title 24 as well as the City's Green Building Code. The Project would achieve its energy and water efficiency through the implementation of multiple measures including, but not limited to, building designs meeting LEED Silver sustainability ratings, cool roof systems, use of Energy Star appliances, and allocated rooftop space for solar panels. In addition, 30 percent of the Project's total parking spaces would be capable of supporting future electric vehicle supply equipment (EVSE), while 10 percent of parking spaces would be equipped with electric vehicle (EV) charging stations, which exceeds State Title 24 requirements.

The Project Site is in transit-rich and pedestrian accessible location with connectivity to many areas, such as public park space, in the City. The Project would provide usable open space and new trees would be provided in conformance with the LAMC and City policies. The array of amenities and open space included on-site would serve on-site residents and encourage a reduction in vehicle trips to off-site recreational facilities. Therefore, the Project would reduce typical consumption of resources, including energy and water resources, and would support development of a green region.

Source: SCAG 2020-2045 RTP/SCS (Connect SoCal). Adopted on September 3rd, 2020. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176.

4. INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM THE 2020-2045 RTP/SCS PROGRAM EIR

Public Resources Code (PRC) Section 21151.2 requires a Transit Priority Project (TPP) to incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, including the Program EIRs prepared for SCAG's RTP/SCS plans.

The Mitigation Monitoring and Reporting Programs for the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs (collectively referred to as the "SCAG MMRPs") contain both regional-level mitigation measures that would be implemented by SCAG and project-level mitigation measures that may be implemented by a lead agency. Specifically, the SCAG MMRPs provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects.

To comply with PRC Section 21151.2, and as presented in Table 3-2 of the SCEA, the City reviewed all mitigation measures contained in the 2016-2040 RTP/SCS MMRP and determined their applicability to the Project. For each such mitigation measure, the City determined whether to use: (1) the MMRP's mitigation measure; (2) an equally effective City mitigation measure; (3) federal, state, regional, or City regulation; or (4) no mitigation, as there was no potential for a significant environmental effect.

The 2020-2045 RTP/SCS Program EIR's MMRP is substantially similar to the 2016-2040 RTP/SCS Program EIR MMRP, with minor language changes as well as some slight reorganization to reflect changes to Appendix G of the CEQA Guidelines (e.g., the addition of Appendix G questions regarding wildfire impacts). The following table, Table 1, is substantially similar to Table 3-2, provided in Section 3.0, SCEA Criteria; however, Table 1 includes the 2020-2045 RTP/SCS PEIR mitigation measures and a summary of the City's applicability analysis of these measures. As shown in Table 1, the Project's proposed mitigation measures remain consistent with the 2020-2045 RTP/SCS Program EIR MMRP, and each has been found to be equal to or more effective than the applicable SCAG mitigation measure.

This page intentionally left blank.

Table 1
Project Consistency with SCAG 2016 -2040 RTP/SCS and 2020-2045 RTP/SCS Mitigation Measures

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Aesthetics</u> Scenic vista	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: • 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. • 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.	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: 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)	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. 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.” The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority Projects and that “visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City’s CEQA Threshold Guide shall not be considered an impact for infill Projects within TPAs pursuant to CEQA.”¹ PRC Section 21099 applies to the Project, which is a mixed-use residential project on an infill site within a transit priority area (see Section 3, SCEA Criteria). The Project Site is located approximately 900 feet from the intersection of Wilshire Boulevard and Westwood Boulevard, which qualifies as a major transit stop due to the intersection of multiple high-frequency bus lines, as well as the future Westwood/UCLA Station of Metro’s Purple Line Extension rail line, which is anticipated to be operational in 2027. Since the Project’s potential aesthetic impacts are not considered significant impacts on the environment pursuant to Public Resources Code Section 21099, this Mitigation Measure is not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM AES-1 is substantially similar to MM-AES-1(b) and is not incorporated into the Project for the reasons discussed above for MM-AES-1(b).

¹ City of Los Angeles Department of City Planning, Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>. Accessed June 20, 2019.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Aesthetics</u> Visual character/quality	MM-AES-3(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 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 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: - 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. - 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.	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: - 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. - 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. - Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: - 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; - construct sound walls of materials whose color and texture complements the surrounding landscape and development; - Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. PRC Section 21099, enacted by SB 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.” PRC Section 21099 applies to the Project, which is a mixed-use residential project on an infill site within a transit priority area (see Section 3, SCEA Criteria). Since the Project’s potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099, this Mitigation Measure is not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM AES-2 is substantially similar to MM-AES-3(b) and is not incorporated into the Project for the reasons discussed above for MM-AES-3(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		plants that screen the sound wall, preferably with either native vegetation	
<u>Aesthetics</u> Light/Glare/Shadow	MM-AES-4(b): 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: • 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. • 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.	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. PRC Section 21099, enacted by SB 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.” PRC Section 21099 applies to the Project as the project is a mixed-use residential project on an infill site within a transit priority area (see Section 3, SCEA Criteria). Since the Project’s potential aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099, this Mitigation Measure is not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM AES-3 is substantially similar to MM-AES-4(b) and is not incorporated into the Project for the reasons discussed above for MM-AES-4(b).
<u>Agriculture and Forestry</u> <i>Conversion of Farmland to Non-Ag Use, Conversion of Forest Land</i>	MM-AF-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 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 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	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. No Prime, Unique, or Farmland of Statewide Importance is present on or adjacent to the Project Site. Further, no farmland or agricultural activity exists on or in the vicinity of the Project Site. Although the property west of the Project Site is zoned for agricultural use, this is inconsistent with the current use of the site, as the property has been utilized as a cemetery and memorial park for decades. Moreover, the westerly adjacent property is designated by the City of Los Angeles as a Historic-

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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: - 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. 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) “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. A privately owned conservation or mitigation bank is a free-market enterprise that: - 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. A publicly owned conservation or mitigation bank: - Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance.” 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. - 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.	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 bank 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. 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: a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. 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. 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. 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	Cultural Monument, which would preclude any future agricultural activity. <u>2020-2045 RTP/SCS</u> PMM AG-1 is substantially similar to MM-AF-1(b) and is not incorporated into the Project for the reasons discussed above for MM-AF-1(b). PMM AG-4 and PMM AG-5 are not incorporated, because no farmland, other agricultural uses, or forest land are located on or near the Project Site, and no impacts related to this issue would occur.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	• 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.	conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures: 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	
<u>Agriculture and Forestry</u> Zoning for agricultural use, Williamson Act contract.	MM-AF-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 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 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: • 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.	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: a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site and no Williamson Act Contracts apply to the Project Site. <u>2020-2045 RTP/SCS</u> PMM AG-2 is substantially similar to MM-AF-2(b) and is not incorporated into the Project for the reasons discussed above for MM-AF-2(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Agriculture and Forestry</u> Conflict with existing zoning or rezoning of forest land or timberland, Conversion/loss of forest land	Refer to MM AF-1(b), above	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project Site is currently developed with urban uses and does not forest land; therefore, no forest land would be lost or converted and no conflict with forest land or timberland zoning would occur. <u>2020-2045 RTP/SCS</u> This mitigation measure is not incorporated because the Project Site is not zoned as forest land or timberland and no impacts related to this issue would occur.
<u>Air Quality</u> Potential to Violate AQ Standard, Result in cumulatively considerable increase of criteria pollutant	MM-AIR-2(b): 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 measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible. 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: • 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 could be used as an aggregate of 40 or more hours for the construction project. Prepare	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: 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	<u>2016-2020 RTP/SCS</u> The Project incorporates regulatory compliance that is consistent with this measure. As discussed in detail in Section 4, Subsection 3, Air Quality, of this SCEA, based on the air quality modeling prepared for the Project, the Project would not result in ROG, NO _x , CO, SO ₂ , PM ₁₀ , and PM _{2.5} emissions that would exceed SCAQMD regional thresholds or localized significance thresholds (LSTs). No project level impacts have been identified and therefore, no mitigation measures are required. Notwithstanding, the City requires compliance with existing regulatory measures, such as those listed below and discussed in detail in Section 4, Subsection 3, Air Quality, of this SCEA, which have been identified by CARB, the SCAQMD, and other agencies, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible, and that are consistent with those regulatory measures identified by MM-AIR-2(b): • SCAQMD Rule 403 compliance. ○ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent. ○ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. ○ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. • 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 requirements prior to equipment operation at the site. • 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	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. 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. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. 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) 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. 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	○ All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. ○ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust. ○ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. ○ Trucks having no current hauling activity shall not idle but be turned off. • SCAQMD Rule 1113, which regulates the VOC content of architectural coatings to minimize emissions of ROG's during construction activities • SCAQMD Rule 401 and CARB's In-use Off-road Diesel-Fueled Fleets Regulation. • The Project would be required to comply with Section 2485 of Title 13 of the California Code of Regulations, which states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location, and • Rule 1121, which specifies NO_x emission limits from residential type, natural-gas fired water heaters. Through compliance with applicable air quality regulatory requirements that are consistent with the measures identified by MM-AIR-2(b), the Project would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation and impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM AQ-1 is substantially similar to MM-AIR-2(b) and is not incorporated into the Project for the reasons discussed above for MM-AIR-2(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation • 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. • 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 checked 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.	maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible. 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. 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. 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. u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors). v) As applicable for airport projects, the following measures should be considered: a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxiing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. 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. w) As applicable for port projects, the following measures should be considered: a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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. x) As applicable for rail projects, the following measures should be considered: 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. 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. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. 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. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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. aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.	
<u>Air Quality</u> AIR-4: Expose sensitive receptors to pollutants	MM-AIR-4(b): 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 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: • 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 Proposed new transportation-related SIP measures include: On-Road Sources ○ Improvements and Enhancements to California's Smog Check Program ○ Expanded Passenger Vehicle Retirement ○ Modifications to Reformulated Gasoline Program	Refer to PMM AQ-1, above.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project is not a RTP/SCS transportation project. Moreover, as discussed in detail in Section 4, Subsection 3, Air Quality, of this SCEA, the Project would not expose sensitive receptors to substantial pollutant concentrations during construction or operation phases of the Project; therefore, impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM AQ-1 is substantially similar to MM-AIR-2(b) and MM-AIR-4(b) and is not incorporated into the Project for the reasons discussed above for MM-AIR-2(b) and MM-AIR-4(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- Cleaner In-Use Heavy-Duty Trucks - Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel - 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 Off-Road Sources - 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		
<u>Biological Resources</u> Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-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 on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Wildlife, 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 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: - 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:	The following mitigation measure addresses special status species, only: 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: - 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 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: - Impact minimization strategies - Contribution of in-lieu fees for in-kind conservation and mitigation efforts - Use of in-kind mitigation bank credits - Funding of research and recovery efforts - Habitat restoration	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project Site is an infill site located in an urban area that is currently fully developed with urban uses. Moreover, as discussed in Section 4, Subsection 4, Biological Resources, of this SCEA, the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, no impact would occur and the strategies included in MM-BIO-1(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM BIO-1 is substantially similar to MM-BIO-1 (b) and is not incorporated into the Project for the reasons explained above in MM-BIO-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	○ Avoidance strategies ○ Contribution of in-lieu fees ○ Use of mitigation bank credits ○ Funding of research and recovery efforts ○ Habitat restoration ○ Conservation easements ○ Permanent dedication of habitat ○ Other comparable measures ● 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.	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. 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.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Biological Resources</u> Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-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 impacts on 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: - 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 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 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	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 and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: - 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. - 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. - 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. - 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 MBTA during the breeding season. - 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-bearing mammals, are actively using the areas in conjunction with breeding activities. - Require 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.,	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As discussed in Section 4, Subsection 4, Biological Resources, of this SCEA, the Project Site is located in an urbanized area of the City of Los Angeles and is currently developed with existing buildings and lacks native biological habitats, including riparian and wetland features. The Project Site does not contain 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 U.S. Fish and Wildlife Service. Therefore, no impact would occur and the strategies included in MM-BIO-1(b) and MM-BIO-2(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM BIO-2 is substantially similar to MM-BIO-2(b) and is not incorporated into the Project for the reasons discussed above for MM-BIO-2(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate. • 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.	USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required. 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.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Biological Resources</u> Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-3(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 impacts on 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: - 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 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 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: - Permittee-responsible mitigation - Contribution of in-lieu fees - Use of mitigation bank credits - 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.	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. - 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. - 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. - 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: - Permittee-responsible mitigation - Contribution of in-kind in-lieu fees - Use of in-kind mitigation bank credits	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As discussed in Section 4, Subsection 4, Biological Resources, of this SCEA, the Project Site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur and the strategies included in MM-BIO-1(b), MM-BIO-2(b), and MM-BIO-3(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM BIO-3 is substantially similar to MM-BIO-3(b) and is not incorporated into the Project for the reasons discussed above for MM-BIO-3(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		-- Where avoidance is determined to be infeasible and 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: -- Avoidance -- Impact Minimization -- On-site alternatives -- Off-site alternatives 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.	
<u>Biological Resources</u> Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-4(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 impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife 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: • 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.	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: 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. 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. 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. 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.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than the mitigation measures. The Project Site is a fully developed urban infill site located in a developed urbanized area and does not provide habitat for sensitive biological resources. As discussed in Section 4, Subsection 4, Biological Resources of this SCEA, there are no Significant Ecological Areas (SEAs) within the vicinity of the Project Site. Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the Project. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area. In addition, as analyzed in Section 4, Subsection 4, Biological Resources of this SCEA, the Project would require the removal of 33 of the 34 existing on- and off-site trees. Some of the trees to be removed could potentially provide nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United State Code Section 703-711). However, the Project would be required to comply with the provisions of the MBTA and California Fish and Game Code (CFGC), which would reduce impacts to nesting birds to a less than significant level by ensuring that any active bird nests on or adjacent to the Project Site are not disturbed by Project construction. Specifically, in accordance with the MBTA,

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- 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 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. - Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). - Demonstrate that proposed 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 direct interaction between wildlife and roads or construction.	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. 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. 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. h. Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. 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. j. Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation. k. Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat). l. When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches. m. Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation. n. Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction. o. Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM BIO-1(b), where applicable:	tree removal activities would take place outside of the nesting season (February 15–September 15). 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. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest. With compliance with the MBTA, which would be equal to or more effective than relevant requirements of MM-BIO-4(b), Project impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM BIO-4 is substantially similar to MM-BIO-4(b) and is not incorporated into the Project for the reasons discussed above for MM-BIO-4(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- 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: - 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. - 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.	- 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) 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. 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.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Biological Resources</u> Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-5(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 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 comparable measures identified by the Lead Agency: - 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 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. - 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.	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: - 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 an International Society of Arboriculture (ISA) 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, as directed by a qualified biologist. - 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. - Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree. - 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than the mitigation measures. As analyzed in Section 4, Subsection 4, Biological Resources of this SCEA, 31 trees are currently located on the Project Site. Among these is one Western Sycamore, which is a protected tree species under the City’s Protected Tree Ordinance (Ordinance No. 177,404), and three City Southern Magnolia street trees located off site. All trees would be removed as part of the Project, except for one of the Southern Magnolia street trees. The Western Sycamore tree to be removed would be replaced at a new planting ratio of 4:1 in conformance with the requirements of the City’s Protected Tree Ordinance and the current policies of the City’s Urban Forestry Division. In addition, the two of the three street trees to be removed would be replaced with four new street trees, in accordance with the requirements of the City’s Urban Forestry policies. Through required compliance with the City’s Protected Tree Ordinance and associated Urban Forestry policies, which are equal to or more effective than MM-BIO-5(b), the Project would not conflict with local policies protecting biological resources and impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM BIO-5 is substantially similar to MM-BIO-5(b) and is not incorporated into the Project for the reasons discussed above for MM-BIO-5(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- 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. - 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: - 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	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. 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. 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 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: -- 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.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Biological Resources</u> Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan	MM-BIO-6(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 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: - Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs. - 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.	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: - Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. - Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. - 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As analyzed in Section 4, Subsection 4, Biological Resources, of this SCEA, the Project Site is not subject to provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not located in or adjacent to an existing Significant Ecological Area. Therefore, no impact would occur and the strategies included in MM-BIO-1(b) through MM-BIO-6(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM BIO-6 is substantially similar to MM-BIO-6(b) and is not incorporated into the Project for the reasons discussed above for MM-BIO-6(b).
<u>Cultural Resources</u> CUL-1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.	MM-CUL-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 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 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: - 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.	Since preparation of the Program EIR for the 2016-2040 RTP/SCS, this topic has been removed from "Cultural Resources" and moved to "Geology and Soils." Refer to PMM-GEO-2, below.	<u>2016-2040 RTP/SCS</u> The Project incorporates a Project-specific mitigation measure that is equal to or more effective than this mitigation measure. As discussed in detail in Section 4, Subsection 7, Geology and Soils, while the Project Site has not been identified as a location containing unique paleontological resources, MM-GEO-1 is capable of avoiding or reducing potential significant impacts on unique paleontological resources or sites that may be inadvertently encountered during Project construction: MM-GEO-1 (Paleontological): A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be determined by the paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible: - 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. - 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. - Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.		and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum. Implementation of MM-GEO-1 would reduce Project impacts to paleontological resources to less than significant. Furthermore, as analyzed in Section 4, Subsection 7, Geology and Soils, of this SCEA, there are no distinct and prominent geologic or topographic features (i.e., hilltops, ridges, hillslopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands) on the Project Site or in the Project vicinity and no impacts to unique geologic features would occur. <u>2020-2045 RTP/SCS</u> Since preparation of the EIR for the 2016-2040 RTP/SCS, this topic has been removed from "Cultural Resources" and moved to "Geology and Soils." Refer to PMM GEO-2, below.
<u>Cultural Resources</u> Substantial Adverse Change in Significance of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource	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: - 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	PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: - Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified. - During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.	<u>2016-2040 RTP/SCS</u> Historical Resources The Project incorporates Project-specific mitigation measures that are equal to or more effective than this mitigation measure. Pursuant to CEQA Guidelines Section 15064.5, a Historic Resources Assessment was prepared for the Project, which satisfies the requirements set forth in MM-CUL-2(b) to identify if previously evaluated or previously unknown historical resources are present. Specifically, the Historic Resources Assessment Report (included as Appendix E and is also discussed in Section 4, Subsection 5, Cultural Resources of this SCEA) concluded the existing Church Sanctuary building is considered a historical resource; however, the Project does not propose any alterations to the principal elevation or side elevations of the Sanctuary, with the exception of the removal of a wood trellis and office addition that was constructed on the side elevation in 2006, which would

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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 historical resources within 1,000 feet of the project. - 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: - 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. - 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 site 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. - Conduct construction activities and excavation to avoid cultural resources (if	c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following: - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval. e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and	not impair the Sanctuary's historic status. Moreover, the Sanctuary would be protected during Project construction (including excavation of the Project's subterranean garage) through implementation of a vibration damage protection plan, which is included as an appendix to the Noise and Vibration Technical Report (see Appendix J to this SCEA). Accordingly, the Historic Resources Assessment concludes that following Project implementation, the Sanctuary would retain sufficient integrity to continue to convey its historic associations and would remain eligible as a historic resource, and that no direct impacts to on-site historic resources would occur. In addition to the on-site Sanctuary, the Project would be constructed adjacent to the Pierce Brothers Westwood Village Memorial Park and Mortuary, which is a City-designated Historic-Cultural Monument. Due to the close proximity of Project construction to the mortuary, vibration levels from construction equipment have the potential to result in damage to the structures, thus potentially affecting its integrity and eligibility as a historic resource. However, incorporation of the mitigation measures included in Section 4, Subsection 13, Noise, would reduce impacts to less than significant. MM-N-8: Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 100 feet of the mortuary structures at Pierce Brothers Westwood Village Memorial Park and Mortuary do not operate simultaneously. MM-N-9: Pre-construction surveys shall be performed to document the conditions at the boundary of the mortuary at Pierce Brothers Westwood Village Memorial Park and Mortuary. A structural monitoring program shall be implemented and recorded during construction to ensure that groundborne vibration levels at the boundary of the Project Site adjacent to the mortuary do not exceed 0.12 inches per second peak particle velocity (PPV). The performance standards of the structure monitoring plan shall include the following: - Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building. - Prior to the start of construction, the applicant shall retain the services of a structural engineer to visit the Pierce Brothers Westwood Village Memorial Park and Mortuary to inspect and document the apparent physical condition of the building's readily-visible features,

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.	Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency. f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified. g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information. h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys. i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents	including but not limited to the building structure. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare the shoring design. - The applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Project's western property line adjacent to the Pierce Brothers Westwood Village Memorial Park and Mortuary during the Project's demolition and excavation phases during which heavy construction equipment (e.g., large bulldozer and drill rig) would be operating within 15 feet of the affected buildings. - The vibration monitoring system shall measure and continuously store the PPV in inches per second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.07 inch per second (PPV) and a regulatory level of 0.12 inch per second (PPV). The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels. - In the event that the warning level of 0.07 inch per second (PPV) is triggered, the contractor shall identify the source of vibration generation and provide steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques. - In the event that the regulatory level of 0.12 inch per second (PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the Pierce Brothers Westwood Village Memorial Park and Mortuary and visually inspect the building for any damage. Results of the inspection shall be logged. The contractor shall identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level of 0.07 inch per second (PPV). Construction activities may then restart. - In the event that damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe. j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated. l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated	○ The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities. • MM-N-10: Construction activities shall utilize rubber-tired equipment in place of steel-track equipment whenever feasible. MM-N-8 through MM-N-10 are equal to or more effective than the measures listed in MM-CUL-2(b) as they are based on Project-specific analysis. Impacts would be less than significant. Archaeological Resources The Project incorporates a Project-specific mitigation measure that is equal to or more effective than this mitigation measure. As discussed in Section 4, Subsection 5, Cultural Resources, of this SCEA, a Historic Resources Assessment was prepared for the Project and surrounding properties and includes results from a record search regarding existing cultural resources, including archeological resources. The Historic Resources Assessment concludes that no archaeological resources have been identified on or in proximity to the Project Site. Because no resources have been identified, no specific avoidance measures are warranted. Nevertheless, to address the potential for encountering previously unidentified resources during ground-disturbing activities, MM-CR-1 provides a process for evaluating and, as necessary, avoiding impacts to any identified resources. • MM-CR-1 (Archaeological): A qualified archaeologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be based on consultation with the archaeologist and the City of Los Angeles Department of City Planning and shall depend on the rate of excavation and grading activities and the materials being excavated. If archaeological materials are encountered, the archaeologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The archaeologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archaeologist, and a copy of the archaeological survey report shall be

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.	submitted to the Department of City Planning. Ground-disturbing activities may resume once the archaeologist's recommendations have been implemented to the satisfaction of the archaeologist. MM-CR-1 is equal to or more effective than relevant measures under MM-CUL-2(b) as it is based on Project-specific analysis. With its incorporation, potential impacts to archaeological resources would be less than significant. <u>2020-2045 RTP/SCS</u> PMM CULT-1 is substantially similar to MM-CUL-2(b); while it has not been incorporated into the Project, other Project-specific mitigation measures that are equal to or more effective than PMM CULT-1 have been incorporated for the reasons discussed above for MM-CUL-2(b).
<u>Cultural Resources</u> Disturb human remains	MM-CUL-4(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 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 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: • 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: ○ 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. ○ 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	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: 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: -- 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. If human remains are encountered during construction of the Project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to California Public Resources Code Section 5097.98. If the Coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains to be those of Native American, he or she shall consult with the native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may require mediation by NAHC. With compliance with these regulatory requirements, which are equal to or more effective than MM-CUL-4(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM CUL-2 is substantially similar to MM-CUL-4(b) and is not incorporated into the Project for the reasons discussed above for MM-CUL-4(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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 where the following conditions occur: ▪ The Native American Heritage Commission is unable to identify a descendent; ▪ 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.	-- 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 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.	
<u>Energy</u> EN-2: Potential to increase residential energy consumption use.	MM-EN-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 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: • Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including: ○ 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. ○ 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.	None.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and a project design feature that are equal to or more effective than this mitigation measure. As discussed in detail in Section 4, Subsection 8 Greenhouse Gas Emissions, of this SCEA, the Project would comply with existing City and State regulatory requirements (e.g., Green Building Code and CALGreen). In addition, the Project would include the following project design feature that the City has determined is equal to or more effective than MM-EN-2(b). • PDF-GHG-1: LEED Silver Equivalence The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Silver or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Silver Equivalence shall include, but are not limited to the following: ○ Use of Energy Star-labeled products and appliances. ○ Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use. ○ Water-efficient plantings with drought-tolerant species; ○ Fenestration (the arrangement of windows, doors, and other openings) designed for solar orientation; and ○ Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
			Compliance with regulatory requirements and implementation of PDF-GHG-1, which are equal to or more effective than MM-EN-2(b), would reduce impacts to less than significant. <u>2020-2045 RTP/SCS</u> The 2020-2045 RTP/SCS Program EIR did not identify any significant impacts related to energy, and no mitigation measures were required.
Geology and Soils Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil.	MM-GEO-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 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 building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: • 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. • 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	None.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project would substantially conform to MM-GEO-1(b) because it would be required to comply with the existing seismic design provisions regulations associated with the City of Los Angeles Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC). In addition, pursuant to the City's existing building regulations, the Project would be required to provide a final design-level geotechnical report, subject to LADBS review and approval prior to the issuance of grading permits for the Project. This final geotechnical report would include the primary recommendations of the preliminary Geotechnical Investigation, included as Appendix F of this SCEA, and the final design-level recommendations from that report would be enforced by LADBS for construction of the Project. Compliance with these regulatory requirements would be equal to or more effective than MM GEO-1(b), with respect to avoiding and/or reducing the potential for the Project to result in the exposure of people and infrastructure to the effects of surface faults, strong seismic ground shaking, seismic-related ground failure including liquefaction, lateral spreading, subsidence, collapse, and landslides. As stated in the Geotechnical Report prepared for the Project (Appendix F of this SCEA), the Project Site's subsurface materials generally consist of moist, medium dense to very dense silty sand, sand, and sandy silt in a very stiff to hard condition. These soils, due to their low moisture content, do not typically have high expansion potential. Regardless, the Project would be required to adhere to applicable provisions of the City's Building Code, which would address any potential for expansion. Compliance with these regulatory requirements would be equal to or more effective than MM GEO-1(b), with respect to avoiding and/or reducing the potential for the Project to be located on expansive soil and would reduce impacts to less than significant. <u>2020-2045 RTP/SCS</u>

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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 investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides. - 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.		The 2020-2045 RTP/SCS EIR does not identify any significant impacts related to Alquist-Priolo Earthquake Fault Zone or other known seismic hazards or expansive soils and no mitigation measures were required.
<u>Geology and Soils</u> Soil Erosion or Loss of Topsoil	MM-GEO-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 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: - 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. - 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: - 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;	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: - 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. - 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project would substantially conform to MM-GEO-2(b) because it would be required to comply with existing State and City regulations that would be equal to or more effective than MM GEO-2(b), with respective to reducing impacts related to soil erosion and loss of top soil. Specifically, LAMC Section 91.7006.7 includes requirements regarding import and export of earth material; Section 91.7010 includes regulations pertaining to excavations; Section 91.7011 includes requirements for fill materials; Section 91.7013 includes regulations pertaining to erosion control and drainage devices; Section 91.7014 includes general construction requirements, as well as requirements regarding flood and mudflow protection; and Section 91.7016 includes regulations for areas that are subject to slides and unstable soils. In addition, Section 91.1803 includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. Since the applicant would be required to prepare a Grading Plan that would comply with LADBS Grading Division's Landform Grading Manual Guidelines and implement appropriate erosion control and drainage devices per the Los Angeles Municipal Code Section 91.7013, the Project would not result in substantial erosion or loss of topsoil and impacts would be less than significant. In addition, as described in Section 4, Subsection 10, Hydrology and Water Quality, of this SCEA, compliance with applicable

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project. ○ 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.	practices (BMPs); and an inspection and monitoring program. 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. 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.	state, regional, and City policies and regulations (e.g., General Construction Permit, municipal separate storm sewer system (MS4) permit, Clean Water Act (CWA), City stormwater ordinances), which would be equal to or more effective than MM-GEO-2(b) would reduce the Project's potential impacts related to surface runoff and water quality to less than significant. <u>2020-2045 RTP/SCS</u> PMM GEO-1 is substantially similar to MM-GEO-2(b) and is not incorporated into the Project for the reasons discussed above for MM-GEO-2(b).
<u>Geology</u> Potential to Destroy Unique Paleo Resources or Unique Geological Features	Since preparation of the EIR for the 2016-2040 RTP/SCS, this topic has been removed from "Cultural Resources" and moved to "Geology and Soils." Refer to MM-CUL-1(b), above.	PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a	<u>2016-2040 RTP/SCS</u> Refer to discussion of MM-CUL-1(b), above. <u>2020-2045 RTP/SCS</u> PMM GEO-2 is substantially similar to MM-CUL-1(b), discussed above. As discussed in detail in Section 4, Subsection 7, Geology and Soils, while the Project Site has not been identified as a location containing unique paleontological resources, MM-GEO-1 is capable of avoiding or reducing potential significant impacts on unique paleontological resources or sites that may be encountered during Project construction. The Project incorporates a Project-specific mitigation measure that is equal to or more effective than PMM GEO-2; therefore, PMM GEO-2 is not incorporated into the Project for the reasons discussed above for MM-CUL-1(b). ● MM-GEO-1 (Paleontological): A qualified paleontologist shall be retained to perform periodic inspections of excavation and grading activities at the Project Site. The frequency of inspections shall be determined by the paleontologist and shall depend on the rate of excavation and grading activities and the materials being excavated. If paleontological materials are encountered, the paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface. c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources. d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible: 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas. e) Avoid routes and project designs that would permanently alter unique geological features. f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education. g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a	paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Project Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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.	
Greenhouse Gases Cumulative Impacts	MM-GHG-3(b): 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 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: - 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: - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction; - Use alternative (non-petroleum based) fuels; - Deployment of zero- and/or near zero emission technologies as defined by CARB;	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: a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including: - 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. - 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. b) Reduce emissions resulting from projects through implementation of project features, project design, or other	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and a project design feature that are equal to or more effective than this measure. The Project must comply with existing City and State regulatory requirements (e.g., Green Building Code and CALGreen) that the City has determined are equal to or more effective than MM-GHG-3(b) in avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. In addition to City and State requirements, the Project would also incorporate the following project design feature that is capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the GHG emissions: PDF-GHG-1: LEED Silver Equivalence. The design of the new buildings shall incorporate features of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program to be capable of meeting the standards of LEED® Silver or equivalent green building standards. Specific sustainability features that are integrated into the Project design to enable the Project to achieve LEED® Silver equivalence shall include, but are not limited to the following: - Use of Energy Star-labeled products and appliances. - Use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies, such as occupancy sensors or daylight harvesting and dimming controls, where appropriate, to reduce electricity use. - Water-efficient plantings with drought-tolerant species; - Fenestration (the arrangement of windows, doors, and other openings) designed for solar orientation; and

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	○ 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; ○ 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. ● 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: ○ Developing on infill and brownfields sites; ○ 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	measures, such as those described in Appendix F of the State CEQA Guidelines. c) Include off-site measures to mitigate a project's emissions. 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: 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. 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: 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;	○ Pedestrian- and bicycle-friendly design with short-term and long-term bicycle parking. As discussed in Section 4, Subsection 8, Greenhouse Gas Emissions, of this SCEA, the Project would be consistent with state, regional, and City of Los Angeles GHG emission reduction goals and objectives set forth in the 2008 Climate Change Scoping Plan and 2014 Scoping Plan Update, the 2017 Climate Change Scoping Plan, the 2016– 2040 RTP/SCS, and the Sustainable City pLAn/Green New Deal. Compliance with regulatory requirements and implementation of PDF-GHG-1, which are equal to or more effective than MM-GHG-3(b), would reduce the Project's GHG impacts to less than significant and the Project's incremental contribution to GHG emissions would not be cumulatively considerable. <u>2020-2045 RTP/SCS</u> PMM GHG-1 is substantially similar to MM-GHG-3(b) and is not incorporated into the Project for the reasons discussed above for MM-GHG-3(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.	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: 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; j) Land use siting and design measures that reduce GHG emissions, including: i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit;	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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. vi. 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.	
<u>Hazards and Hazardous Materials</u> Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School	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, or other comparable measures identified by the Lead Agency: • 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	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: a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials. 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. 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is consistent with the relevant measures listed in this mitigation measure. The Project would be required to comply with the applicable state and federal laws for the transport, use or disposal of hazardous materials. As discussed in Section 4, Subsection 9, Hazards and Hazardous Materials, of this SCEA, the Project would not involve the routine transport, use, or disposal of significant amounts of hazardous materials other than modest amounts of gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles, and minor amounts of materials used in connection with maintenance and landscaping during operation. The transport, use, and storage of hazardous materials during construction and operation of the Project would be conducted in accordance with applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Through compliance with these regulatory requirements, which are equal to or more effective than MM-HAZ-1(b), potential impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HAZ-1 is substantially similar to MM-HAZ1(b) and is not incorporated into the Project for the reasons discussed above for MM-HAZ-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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: ○ 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. ● 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.	information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following: -- 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. d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction. e) Avoid overtopping construction equipment fuel gas tanks. f) Properly contain and remove grease and oils during routine maintenance of construction equipment. g) Properly dispose of discarded containers of fuels and other chemicals. h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible. i) Identify and implement more stringent tank car safety standards. 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	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		Training activations with local emergency response agencies.	
<u>Hazards and Hazardous Materials</u> Accidental release of hazardous materials	MM-HAZ-1(b).(listed above)	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: Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following: - Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; - More stringent tank car safety standards; - Improved rail transportation route analysis, and modification of routes based on that analysis; - Utilization of the best available inspection equipment and protocols, and implementation of positive train control; - Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; - Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; - 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; - 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.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and project design features that are equal to or more effective than this mitigation measure. The Project would be required to comply with applicable state and federal laws for the for the transport, use, and storage of hazardous materials. Construction and operation of the Project would be conducted in accordance with applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. In addition, as analyzed in Section 4, Subsection 9, Hazards and Hazardous Materials, of this SCEA, a Phase I Environmental Site Assessment (ESA) was prepared for the Site (see Appendix G to this SCEA). The ESA determined that the Project Site has not historically been used for an industrial purpose or as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, waste treatment facility or recycling facility. No chemical use is present at the Project Site and there are no known spills or releases, known environmental cleanups, or obvious indicators of environmental contamination. Furthermore, any removal of potentially existing asbestos containing materials (ACM) or lead-based paint (LBP) from the Project Site's existing structures as part of their demolition would be performed in accordance with all applicable and federal regulations and the Project would implement PDFs HAZ-1 and HAZ-2, listed below, thereby reducing any potential impact to less than significant. • PDF-HAZ-1: Lead-Based Paint. Prior to any renovations or demolition activities, any suspected lead-based paint shall be sampled. Any identified lead-based paint located within buildings scheduled for renovation or demolition, or noted to be damaged, shall be abated by a licensed lead-based paint abatement contractor, and disposed of according to all state and local regulations. • PDF-HAZ-2: Asbestos. Prior to the initiation of demolition work, areas of the on-site structures proposed for removal shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants. If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of ACM shall be

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
			performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant. Asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in the building, prior to demolition of the existing structures the South Coast Air Quality Management District (SCAQMD) shall be notified and a SCAQMD Asbestos Demolition and Renovation Compliance Checklist shall be submitted to both the SCAQMD and the City of Los Angeles. Because the Project Site is in a methane zone, prior to the issuance of a building permit, the Project Applicant would be required to comply with all applicable methane regulations, including hiring a qualified engineer, as defined in City Ordinance No. 175,790 and Section 91.7102 of the LAMC, to investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design level which would prevent or retard potential methane gas seepage into the building. With implementation of regulatory compliance and the PDFs described above, which are equal to or more effective than MM-HAZ-1(b), the Project's potential impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HAZ-2 is not incorporated into the Project for the reasons discussed above for MM-HAZ-1(b), as the City has determined that implementation of the regulatory compliance and PDFs described above, which are equal to or more effective than MM-HAZ-1(b), reduces the Project's potential impacts to less than significant.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Hazards and Hazardous Materials</u> Emit hazards emissions/materials near a school	MM-HAZ-1(b). (listed above)	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: - 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. - 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. There are no schools within 0.25 miles of the site. Notwithstanding, as described above under HAZ-1 and HAZ-2, the Project would be required to comply with the applicable state and federal laws for the transport, use, and storage of hazardous materials. Construction of the Project would involve the temporary use of hazardous substances in the form of paint, adhesives, surface coatings and other finishing materials, and cleaning agents, fuels, and oils typically used in construction. Such substances and materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions and are not expected to cause risk to the public or nearby schools. <u>2020-2045 RTP/SCS</u> PMM HAZ-3 is not incorporated into the Project for the reasons discussed above for MM-HAZ-1(b).
<u>Hazards and Hazardous Materials</u> Located on a Hazardous Materials Site Section 65962.5	MM-HAZ-4(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 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: - 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. - 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.	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: - 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. - 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and project design features that are equal to or more effective than this mitigation measure. As discussed in detail in Section 4, Subsection 9, Hazards and Hazardous Materials, of this SCEA, the Project Site is not currently listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 according to the Phase I ESA prepared for the Project (see Appendix G to this SCEA), and Project would not result in development on a site with known hazardous materials. Furthermore, as discussed under HAZ-1 and HAZ-2, the Project would be required to comply with the applicable state and federal regulation and would implement PDFs HAZ-1 and HAZ-2 pertaining to ACMs and LBPs. These PDFs and regulatory compliance would be equal to or more effective than MM-HAZ-4(b), and impacts will be less than significant. <u>2020-2045 RTP/SCS</u> PMM HAZ-4 is substantially similar to MM-HAZ-4(b) and is not incorporated into the Project for the reasons discussed above for MM-HAZ-4(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	• 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 activities would potentially affect a particular development or building. • 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. • 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	report was determined to be necessary for the construction or operation of the project, for remedial action. 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. 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. 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. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. 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. 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.	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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. • 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 agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials. • 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.	j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building. k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site. l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction. m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations. 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. 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	

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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.	
<u>Hazards and Hazardous Materials</u> Interfere with an emergency/evacuation plan	Refer to MM-TRA-5(b), below.	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: 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; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and project design features that are equal to or more effective this mitigation measure. As described in Section 4, Subsection 9, Hazards and Hazardous Materials, of this SCEA, the Project includes a project design feature (PDF-T-1) that would require the development of a Construction Traffic Management Plan to ensure that adequate emergency access is maintained and that through-access for drivers, including emergency personnel, along all roads would be continuously provided during construction. In addition, future driveway and building configurations would comply with applicable fire code requirements for emergency evacuation, including proper emergency exits for patrons, employees, and residents. Site access and circulation plans would be subject to review and approval by the Los Angeles Fire Department (LAFD). Through regulatory compliance and with implementation of this project design feature, which is equal to or more effective than MM-TRA-5(b), potential impacts related to the impairment or interference with an adopted emergency response plan or emergency evacuation plan would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HAZ-5 is substantially similar to MM-TRA-1(b) and is not incorporated into the Project for the reasons discussed above for MM-TRA-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Hazards and Hazardous Materials</u> Wildland Fire Risk	MM-HAZ-8(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 from the 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: • 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-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. • 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	Refer to PMM WF-2, below.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project Site is located in an urbanized area and there are no wildlands in the vicinity. Furthermore, the Project would be required to adhere to fire code requirements set by the LAMC. Therefore, no impact would occur and the strategies included in MM-HAZ-8(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> As described below under PMM WF-2, below, this mitigation measure is not incorporated into the Project, because the Project Site is not subject to a wildland fire risk and the Project would be required to adhere to fire code requirements set by the LAMC.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	planning efforts. Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.		
<u>Hydrology and Water Quality</u> Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality	MM-HYD-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 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 with 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: - 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. - 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: - 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.	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: - 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. - 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: - 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 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. - 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	<u>2016-2040 RTP/SCS</u> Water Quality The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project would be required to comply with existing water quality standards as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), which the City has determined are equal to or more effective than MM-HYD-1(b). As analyzed in Section 4, Subsection 10, Hydrology and Water Quality, of this SCEA, compliance with applicable state, regional, and City policies and regulations (e.g., General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the Project's potential impacts related to surface runoff and water quality to a less than significant level. The Project would also be required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting system and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance Nos. 172,176 and 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. These ordinances contain requirements for construction activities and operation of Projects to integrate Low Impact Design (LID) practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all Projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process for individual construction Projects. Through this regulatory compliance, which is equal to or more effective than MM-HYD-1(b), impacts would be less than significant. Surface Runoff The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project would be required to comply with regulatory requirements contained in LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. The Project would not substantially change the amount of impervious surface area on the Project Site, and Project compliance with

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	• 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. • 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, 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. • 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 proposed project has the potential to create a major new stormwater	for rights-of-way, not just later during the facilities design and construction phase. j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff. k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process. l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels. m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.	applicable state, regional, and City policies and regulations including the NPDES General Construction Permit, NPDES Groundwater Discharge Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the Project's potential impacts related to surface runoff to a less than significant level. Through regulatory compliance, which is equal to or more effective than MM-HYD-1(b), impacts would be less than significant. Erosion/Siltation The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project construction would comply with applicable NPDES and City requirements, including those requiring the preparation of a Project-specific Stormwater Pollution Prevention Plan (SWPPP). Further, pursuant to the City's LID Ordinance, the Project would be required to capture and manage the first three-quarters of an inch of runoff flow during storm events as defined in the City's BMPs. By meeting these requirements, the Project would comply with City of Los Angeles' stormwater capture and reuse criteria and LID design standards. Through regulatory compliance, which is equal to or more effective than MM-HYD-1(b), impacts would be less than significant. Flooding The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The City of Los Angeles's Low Impact Development (LID) design standards, the City of Los Angeles Development Best Management Practices Handbook, the Los Angeles Regional Water Quality Control Board requirements, and the National Pollution Discharge Elimination System permit requirements. Because there are no waterbodies on or near the Project Site, flooding is not expected to occur on- or off-site. Through regulatory compliance, which is equal to or more effective than MM-HYD-1(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HYD-1 is substantially similar to MM-HYD-1(b) and is not incorporated into the Project for the reasons discussed above for MM-HYD-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.		
<u>Hydrology and Water Quality</u> Deplete Groundwater Supply or Interfere with Groundwater Recharge	MM-HYD-2(b): 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 with 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: - 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. - 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.	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 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: - 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. - 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. - 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.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is equal to or more effective than this mitigation measure. The Project would be required to comply with applicable regulations and requirements related to groundwater. As discussed in Section 4, Subsection 10, Hydrology and Water Quality, of this SCEA, temporary dewatering operations may be required during construction of the Project based on the historic high groundwater level of 25 feet below the existing grade. Any dewatering of groundwater would comply with all applicable regulations and requirements, including with all relevant NPDES requirements related to construction and discharges from dewatering operations. In addition, if a permanent subdrain system is required for the basement or the footings, the system would be installed in accordance with the recommendations contained in the final design-level geotechnical report required by the LAMC and enforced by LADBS. Groundwater withdrawal required during potential periods of high groundwater levels would not substantially deplete groundwater supplies at or near the Project Site. In addition, the Project Site is currently developed and provides little groundwater recharge potential. Therefore, construction of the Project would not substantially alter the amount of groundwater recharge occurring on-site and would not result in a lowering of the local groundwater table. Through regulatory compliance, which is equal to or more effective than MM-HYD-2(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HYD-2 is substantially similar to MM-HYD-2(b) and is not incorporated into the Project for the reasons discussed above for MM-HYD-2(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Hydrology and Water Quality</u> Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow	MM-HYD-8(b): 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: - 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.	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As discussed in Section 4, Subsection 10, Hydrology and Water Quality, of this SCEA, the Project Site lies outside of a tsunami hazard area pursuant to the City's General Plan Safety Element. In addition, the Project Site does not lie near a large body of water that could experience a seiche. Furthermore, as stated in the Geotechnical Report prepared for the Project (see Appendix F to this SCEA), the Project Site is not located in an area identified to have potential for seismic slope instability or in the path of any known or potential landslides. Therefore, the Project would not be vulnerable to mudflow. The Project would have no impact related to inundation by seiche, tsunami, or mudflow. <u>2020-2045 RTP/SCS</u> PMM HYD-4 is substantially similar to MM-HYD-8(b) and is not incorporated into the Project for the reasons discussed above for MM-HYD-8(b).
<u>Land Use and Planning</u> Conflict with Applicable Land Use Plan, Policy, or Regulation	MM-LU-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 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 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: Where an inconsistency with the adopted general plan is identified at the proposed 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.	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. This mitigation measure is not applicable to the Project because the Project is consistent with the goals, objectives, and policies of the City's General Plan (including the Framework Element, the Housing Element, Conservation Element, and Mobility Plan 2035), the Westwood Community Plan, the Wilshire-Westwood Scenic Corridor Specific Plan, and the LAMC (including the City's Eldercare Ordinance). As discussed in detail in Section 4, Subsection 11, Land Use and Planning, of this SCEA, the Project would not conflict with the various goals, objectives, policies, or regulations of these plans that have been adopted for the purpose of avoiding or mitigating an environmental effect with approval of the discretionary entitlements, reviews, permits and approvals required to implement the Project. Therefore, impacts would be less than significant and the measures included in MM-LU-1(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM LU-2 is substantially similar to MM-LU-1(b) and is not incorporated into the Project for the reasons discussed above for MM-LU-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Land Use and Planning</u> Physically Divide a community	MM-LU-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 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 comparable measures identified by the Lead Agency: • 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: ○ 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 the project, community amenities and facilities in the design of the project. • 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.	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: 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: -- 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). 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: -- 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As described in Section 4, Subsection 11, Land Use and Planning, of this SCEA, the Project would be compatible with surrounding mixed residential and commercial uses and would not involve construction of any new infrastructure (such as a new road) that would divide the Project Site or surrounding area. Access to and circulation through the Project Site would continue to be maintained via driveways along Wilshire Boulevard and along Ashton Avenue. Therefore, no impact would occur and the strategies included in MM-LU-2(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM LU-1 is substantially similar to MM-LU-2(b) and is not incorporated into the Project for the reasons discussed above for MM-LU-2(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Mineral Resources</u> Loss of Availability of a Known Mineral Resource	MM-MIN-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 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. 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 resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency: • 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: ○ 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 the improvement and during long-term operations. ○ 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.	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: 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: 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 following completion of the improvement and during long-term operations. 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project Site is not located in 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. No known aggregate and mineral sources or locally important mineral resource recovery sites are on or adjacent to the Project Site. No oil extraction operations and drilling or mining of mineral resources exist at the Project Site, nor is the Project Site in an area identified as a locally important mineral resource recovery site that has been delineated on a local general plan, specific plan or other land use plan. The Project would not result in the loss of availability of a regionally-valuable mineral resource; therefore, no impact would occur and the strategies included in MM-MIN-1(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM MIN-1 is substantially similar to MM-MIN-1(b) and is not incorporated into the Project for the reasons discussed above for MM-MIN-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Noise</u> Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels	MM-NOISE-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 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 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: • 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 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. • 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.	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: 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 permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. 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. f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance, Project-specific mitigation measures, and project design features that are equal to or more effective than this mitigation measure. Construction Noise As discussed in detail in Section 4, Subsection 13, Noise, of this SCEA, construction of the Project would comply with the permitted construction hours established by LAMC Section 41.40(a). However, as discussed in the Noise Analysis conducted for the Project (see Appendix J to this SCEA) construction equipment noise levels during these permitted construction hours have the potential to exceed the applicable significance thresholds. Therefore, following Project-specific analysis of potential noise impacts, MM-N-1 through MM-N-7, which are consistent with the noise reduction measures identified by MM-NOISE-1(b), have been developed based upon Project-specific factors to reduce construction noise to less than significant. • MM-N-1. During Phase I, a temporary noise barrier and/or sound control curtains shall be installed along the perimeter of the Project Site. The barrier shall have a Sound Transmission Class rating of 29 or more, consist of K-rail with one-inch plywood fencing on top, at least 8 feet in height and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with Los Angeles Municipal Code noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code. • MM-N-2. During Phase I, exhaust mufflers shall be used capable of reducing noise down to an average of 65 dBA at a distance of 50 feet on internal combustion engines for heavy-duty construction equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. • MM-N-3. During Phase I, no more than five pieces of heavy-duty construction equipment powered by diesel engines shall operate concurrently. On average, such

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to 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 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. • Ensure that construction equipment are 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 sound barriers do not provide sufficient noise reduction. • 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.	than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. 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; 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. 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) 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. q) Use of portable barriers in the vicinity of sensitive receptors during construction. 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.	equipment shall be in operation mode no more than 45 minutes in an hour. • MM-N-4. During Phase II, a temporary noise barrier and/or sound control curtains shall be installed along the perimeter of the Project Site. The barrier shall have a Sound Transmission Class rating of 29 or more, consist of K-rail with one-inch plywood fencing on top, at least ten feet in height and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with Los Angeles Municipal Code noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code. • MM-N-5. During Phase II, exhaust mufflers shall be used capable of reducing noise down to an average of 60 dBA at a distance of 50 feet on internal combustion engines for heavy-duty construction equipment. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated. Construction contractor shall keep documentation on-site demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications. • MM-N-6. During Phase II, no more than five pieces of heavy-duty construction equipment powered by diesel engines shall operate concurrently. On average, such equipment shall be in operation mode no more than 30 minutes in an hour. • MM-N-7. During both phases, the housing or enclosures for noise-producing construction equipment shall be soundproofed, where feasible. Operational Noise During operation, the Project would be required to comply with the City's noise regulations, including LAMC Section 112.02 (regulating equipment noise levels such as HVAC systems). Additionally, as discussed in Section 4, Subsection 13, Noise, of this SCEA, the Noise Analysis conducted for the Project (see Appendix J to this SCEA), the Project would implement the following project design features that would ensure that operational noise impacts would be avoided or reduced to a less-than-significant level. • PDF-N-1: Amplified Sound. No amplified music or public address system is to be utilized for the proposed preschool operations

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		s) Monitor the effectiveness of noise attenuation measures by taking noise measurements. 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. u) Construct sound reducing barriers between noise sources and noise-sensitive land uses. 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. 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.	• PDF-N-2: Noise Shielding for Rooftop Equipment. Rooftop HVAC equipment shall be enclosed with absorptive materials that block any line-of-sight transmission of noise to adjacent properties. Pipes and duct work shall also be wrapped or treated to block transmission of sound. • PDF-N-3: Masonry Wall and Landscaping. A masonry wall and landscaping shall be installed along the southern property line of the Project Site congruent with the proposed outdoor play area. The masonry wall shall be at least five feet in height and block the line-of-sight between the proposed Childcare Facility's outdoor play area and the existing homes on Wellworth Avenue. • PDF-N-4: Power During Construction. Where power poles are available, electricity from power poles and/or solar powered generators rather than temporary diesel or gasoline generators shall be used during construction. Through regulatory compliance as well as implementation of the above Project-specific mitigation and project design features, which are equal to or more effective than MM-NOISE-1(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM NOISE-1 is substantially similar to MM-NOISE-1(b) and for the same reasons described above, is not incorporated into the Project, as regulatory compliance and Project-specific mitigation and project design features, which are equal to or more effective than PMM NOISE-1, would reduce the Project's potential impacts to a less than significant level.
<u>Noise</u> Exposure of Persons to Excessive Groundborne Vibration or Noise Levels	MM-NOISE-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 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: • 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. • For projects that require pile driving or other construction techniques that result	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: 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance, Project-specific mitigation measures, and project design features that are equal to or more effective than this mitigation measure. As discussed in detail in Section 4, Subsection 13, Noise, and following Project-specific analysis of potential vibration impacts and applicable mitigation strategies, the Project would incorporate the following mitigation measures that are equal to or more effective than MM-NOISE-2(b) in avoiding or reducing potential significant impacts to the Pierce Brothers Westwood Village Memorial Park and Mortuary from vibration during Project construction (see Appendix J to this SCEA): • MM-N-8: Construction activities that produce vibration, such as demolition, excavation, and earthmoving, shall be sequenced so that vibration sources within 100 feet of the

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.	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. e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps). f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.	mortuary structures at Pierce Brothers Westwood Village Memorial Park and Mortuary do not operate simultaneously. MM-N-9: Pre-construction surveys shall be performed to document the conditions at the boundary of the mortuary at Pierce Brothers Westwood Village Memorial Park and Mortuary. A structural monitoring program shall be implemented and recorded during construction to ensure that groundborne vibration levels at the boundary of the Project Site adjacent to the mortuary do not exceed 0.12 inches per second peak particle velocity (PPV). The performance standards of the structure monitoring plan shall include the following: - Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exterior of the building. - Prior to the start of construction, the applicant shall retain the services of a structural engineer to visit the Pierce Brothers Westwood Village Memorial Park and Mortuary to inspect and document the apparent physical condition of the building's readily-visible features, including but not limited to the building structure. In addition, the structural engineer shall establish baseline structural conditions of the building and prepare the shoring design. - The applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the Project's western property line adjacent to the Pierce Brothers Westwood Village Memorial Park and Mortuary during the Project's demolition and excavation phases during which heavy construction equipment (e.g., large bulldozer and drill rig) would be operating within 15 feet of the affected buildings. - The vibration monitoring system shall measure and continuously store the PPV in inches per second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.07 inch per second (PPV) and a regulatory level of 0.12 inch per second (PPV). The system shall also provide real-time alert when the vibration levels exceed either of the two preset levels. - In the event that the warning level of 0.07 inch per second (PPV) is triggered, the contractor shall identify

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
			the source of vibration generation and provide steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques. ○ In the event that the regulatory level of 0.12 inch per second (PPV) is triggered, the contractor shall halt the construction activities in the vicinity of the Pierce Brothers Westwood Village Memorial Park and Mortuary and visually inspect the building for any damage. Results of the inspection shall be logged. The contractor shall identify the source of vibration generation and provide steps to reduce the vibration level. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level of 0.07 inch per second (PPV). Construction activities may then restart. ○ In the event that damage occurs to historic finish materials due to construction vibration, such materials shall be repaired in consultation with a qualified preservation consultant. ○ The structure-monitoring program shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities. • MM-N-10: Construction activities shall utilize rubber-tired equipment in place of steel-track equipment whenever feasible. Through regulatory compliance as well as implementation of the above Project-specific mitigation and project design features, which are equal to or more effective than MM-NOISE-2(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM NOISE-2 is substantially similar to MM-NOISE-2(b) and for the same reasons described above, is not incorporated into the Project, as regulatory compliance and Project-specific mitigation and project design features, which are equal to or more effective than PMM NOISE-2, reduces the Project's potential impacts to a less than significant level.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
Population and Housing Displacement of Housing, Requiring Replacement Housing Elsewhere	MM-PHE-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 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 applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency: - 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.	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: - 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. - 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). - When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project would involve infill development in a currently developed urban setting and would not add new infrastructure beyond that required to connect the Project to existing utility lines, and adjacent roadways. The Project would require the demolition of one single-family residence located at 10812 West Ashton Avenue, which is owned by the Westwood Presbyterian Church. The Project involves an Eldercare Facility with 176 residential dwelling units and guest rooms. The Project would not displace substantial numbers of existing housing units. Therefore, the measures included in MM-PHE-2(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> PMM POP-1 is substantially similar to MM-PHE-2(b) and is not incorporated into the Project for the reasons discussed above for MM-PHE-2(b).
Public Services Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services	MM-PS-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 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 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: - 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	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 constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: - 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is consistent with the relevant measures listed in this mitigation measure. See above regarding AES-1, AES-3, AES-4, AF-1, AF-2, BIO-1 through BIO-3, CUL1 through CUL-4, GEO-1, and HYD-1, and below regarding USS-3, USS-4 and USS-6. As discussed in Section 4, Subsection 15, Public Services – Fire Protection, of this SCEA, existing fire protection facilities are capable of providing acceptable fire protection and emergency response services. Specifically, the Project would comply with the LAMC's fire protection requirements, including the high-rise requirements contained in LAMC Section 57.4705.4 and LAFD Requirement No. 10, and the truck and engine company response distances required by LAMC 57.507.3.3. In addition, as part of the City's building permit plan check process, LAFD would review the proposed site access, site plan, floor plans, and building plans prior to construction to ensure that required fire protection safety features, including hydrants, sprinklers and emergency access, comply with Fire Department requirements.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.	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.	Through compliance with these regulatory requirements, which are equal to or more effective than MM-PS-1(b), potential impacts pertaining to fire protection and emergency response services would be less than significant. <u>2020-2045 RTP/SCS</u> PMM PSP-1 primarily differs from MM-PS-1(b) in that PMM PSP-1 does not specify that mitigation measures associated with aesthetics, air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and other impacts should also be considered during project-level review of government facilities projects. Otherwise, MM-PS-1(b) and PMM PSP-1 are substantially similar. PMM PSP-1 is not incorporated into the Project for the reasons discussed above for MM-PS-1(b).
Public Services Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services	MM-PS-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 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: • 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 share contributions towards infrastructure improvements and/or personnel. • 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,	Refer to MM PSP-1, above.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and a project design feature that are equal to or more effective this mitigation measure. See above regarding AES-1, AES-3, AES-4, AF-1, AF-2, BIO-1 through BIO-3, CUL1 through CUL-4, GEO-1, and HYD-1, and below regarding USS-3, USS-4 and USS-6. As discussed in Section 4, Subsection 15, Public Services – Police Protection, of this SCEA, existing facilities are capable of providing acceptable police protection response. Specifically, as discussed in Section 4, Subsection 15, Public Services – Police Protection, of this SCEA, the Project would include exterior lighting for security purposes, which would promote safety and reduce the demand for police services. The Project plans would be reviewed by the City to ensure design guidelines relative to security, semi-public and private spaces, are implemented, which may include but not be limited to access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. In addition, the Project would incorporate project design feature PDF-PS-1, which would implement temporary security measures including security fencing, lighting, and locked entry to secure the Project Site during construction. • PDF-PS-1: Security Measures. During construction, the Project Applicant or its successor shall implement

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.		appropriate temporary security measures, including, but not limited to, security fencing, low-level security lighting, and locked entry. During construction activities, the Project's contractor will document the security measures being implemented. Through compliance with existing City requirements regarding police protection services and implementation of PDF-PS-1, which are equal to or more effective than MM-PS-2(b), potential impacts pertaining to police services would be less than significant. <u>2020-2045 RTP/SCS</u> PMM PSP-1 primarily differs from MM-PS-2(b) in that MM PSP-1 does not specify that mitigation measures associated with aesthetics, air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and other impacts should be considered during project-level review of government facilities projects. Otherwise, PMM-PS-2(b) and MM PSP-1 are substantially similar. PMM PSP-1 is not incorporated into the Project for the reasons discussed above for MM-PS-2(b).
Public Services Adverse Impacts Associated with New or Physically Altered Governmental Facilities for School Services	MM-PS-3(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 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 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 into account project and site-specific considerations as applicable and feasible: - 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	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: a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and project design features that are equal to or more effective this mitigation measure. See above regarding AES-1, AES-3, AES-4, AF-1, AF-2, BIO-1 through BIO-3, CUL1 through CUL-4, GEO-1, and HYD-1, and below regarding USS-3, USS-4 and USS-6. As discussed in Section 4, Subsection 15, Public Services, of this SCEA, the Project applicant is required to pay state-mandated school impact fees prior to issuance of a building permit. Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "... is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." The Project would implement PDF-T-1 related to adequate and safe access to schools and comply with all regulatory compliance measures regarding payment of state-mandated fees, such that no Project specific impacts related to no new or physically altered school facilities would occur. Through compliance with existing regulations and implementation of PDF-T-1, which are equal to

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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.		or more effective than relevant measures under MM-PS-3(b), potential impacts pertaining to schools would be less than significant. <u>2020-2045 RTP/SCS</u> PMM PSS-1 primarily differs from MM-PS-3(b) in that MM PSS-1 does not specify that mitigation measures associated with aesthetics, air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and other impacts should be considered during project-level review of government facilities projects. Otherwise, MM-PS-3(b) and PMM PSS-1 are substantially similar. PMM PSS-1 is not incorporated into the Project for the reasons discussed above for MM-PS-3(b).
<u>Public Services</u> Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Library Services	None. This issue was not addressed specifically in the 2016-2040 RTP/SCS EIR.	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: 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.	<u>2016-2040 RTP/SCS</u> No impacts or mitigation measures were identified in the 2016-2040 RTP/SCS EIR. <u>2020-2045 RTP/SCS</u> This mitigation measure is not incorporated because as discussed in Section 4, Subsection 15, Public Services – Other Public Facilities, of this SCEA, the Project would not result in any significant impacts related to library services. Therefore, the Project would not result in the need for new or physically altered library facilities and no mitigation measures are required.
<u>Recreation</u> 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.	MM-REC-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 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: - 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. - Prior to the issuance of permits, where projects require the construction or	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: 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. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is consistent with the relevant measures listed in this mitigation measure. The Project would include recreational spaces such as an outdoor garden, terraces, indoor activity and community rooms, a pool and lounge, a screening room, and outdoor play spaces to serve the recreational needs of the residents of the Eldercare Facility and the students at the Childcare Facility. As discussed in Section 4, Subsection 15, Public Services – Parks and Recreation, of this SCEA, the Project would be required to include open space for its residents pursuant to LAMC Section 12.21 G, and would be responsible for paying park fees pursuant to Section 12.33 of the LAMC, the payment of which would mitigate potential park impacts due to increased demand. Through compliance with existing regulations that are equal to or more effective than relevant measures under MM-REC-1(b),

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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: ○ Increasing the accessibility to natural areas for outdoor recreation. ○ 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. ● 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 HQT. ● 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 gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.	infrastructure and make better use of existing facilities, using strategies such as: 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.	potential impacts pertaining to recreation would be less than significant. <u>2020-2045 RTP/SCS</u> PMM REC-1 primarily differs from MM-REC-1(b) in that PMM REC-1 does not specify that mitigation measures associated with aesthetics, air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and other impacts should be considered during project-level review of government facilities projects. Otherwise, MM-REC-1(b) and PMM REC-1 are substantially similar. PMM REC-1 is not incorporated into the Project for the reasons discussed above for MM-REC-1(b).
Transportation/Traffic Conflict with Measures of Effectiveness For Performance of the Circulation System	MM-TRA-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 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: ● Institute teleconferencing telecommute and/or flexible work hour programs to reduce unnecessary employee transportation. ● Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and	None.	<u>2016-2020 RTP/SCS</u> This mitigation measure is not applicable to the Project. This mitigation measure was not incorporated because the Project would not conflict with established measures of effectiveness for the performance of the circulation system. As discussed in detail in Section 4, Subsection 17, Transportation, of this SCEA, and in the Transportation Impact Study prepared by Linscott Law & Greenspan (see Appendix K to this SCEA), the Project would have a less-than-significant impact on the circulation system, including intersections, CMP facilities, bicycle and pedestrian facilities, and public transit. In addition, the proposed Project would have Household VMT per Capita of 6.0 and Work VMT per Employee of 2.9, which would not exceed the LADOT thresholds for Household VMT (7.4) and Work VMT (11.1) (see Appendix K-3 and K-4).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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: ○ Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement ○ Construction of bike lanes per the prevailing Bicycle Master Plan (or other 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) ○ 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. • 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		Many of the Project characteristics support the intent of this mitigation measure to reduce VMT. Specifically, the Project is an infill mixed-use development in an urban area with proximity to public transit and existing office, institutional, entertainment, and neighborhood-serving commercial uses would provide encourage residents, employees, and visitors to utilize alternative modes of transportation. As previously discussed, the Project Site is served by multiple bus lines and the Westwood/UCLA station of Metro's Purple Line Extension rail line is currently under construction, with an anticipated opening date of 2027. In addition, the Project would be consistent with all applicable regulatory requirements for bicycle and electric vehicle parking. As discussed in detail in Section 4, Subsection 17, Transportation, of this SCEA, the Project would comply with the applicable plans, policies, and regulations governing the local circulatory network for all transportation modes. Therefore, impacts would be less than significant and the measures included in MM-TRA-1(b) are not applicable to the Project. <u>2020-2045 RTP/SCS</u> No significant impacts or mitigation measures related to conflict with measures of effectiveness for performance of the circulation system were identified in the 2020-2045 RTP/SCS EIR.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work. • 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. • Project Selection: ○ 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.		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	• System Monitoring: ○ Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency. • Arterial Traffic Management: ○ Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary. • Signal Synchronization: ○ 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: ○ Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions. • Delivery Schedules: ○ 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 development and redevelopment projects to include bicycle facilities. • Bicycle and Pedestrian Trails: ○ 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: ○ 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: ○ 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		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	Bicyclists). • Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following: ○ Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation; ○ 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: ○ 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 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: ○ 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: ○ 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: ○ 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.		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
Transportation/Traffic Conflict/inconsistent with CEQA Guidelines Section 15064.3(b) (VMT)	None. At the time the 2016-2040 RTP/SCS EIR was prepared, this issue was not in the Appendix G Checklist and as such, was not analyzed in the EIR.	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: • 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: -- 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	<u>2016-2040 RTP/SCS</u> No significant impacts or mitigation measures related to consistency with CEQA Guidelines Section 15064.3(b) were identified in the 2020-2045 RTP/SCS EIR. Notwithstanding, as described above under MM-TRA-1(b), the proposed Project would have Household VMT per Capita of 6.0 and Work VMT per Employee of 2.9, which would not exceed the LADOT thresholds for Household VMT (7.4) and Work VMT (11.1) (see Appendix K-3 and K-4). As such, no mitigation regarding VMT is required for the Project. <u>2020-2045 RTP/SCS</u> This mitigation measure is not incorporated into the Project for the reasons discussed above for MM-TRA-1(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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.	
Transportation/Traffic <i>Conflict with Applicable Congestion Management Program</i>	MM-TRA-2(b). 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 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: • 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: ○ 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. ○ 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	None. This issue was removed from the Appendix G Checklist in 2018 and as such, this issue was not analyzed in the 2020-2045 RTP/SCS EIR.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. As described in detail in Section 4, Subsection 17, Transportation, of this SCEA, the Project would not exceed the LADOT thresholds for VMT and would be consistent with Section 15064.3 subdivision (b) of the CEQA Guidelines. Furthermore, as described above under TRA-1, the Project would not conflict with the established measures of effectiveness for the performance of the circulation system. In addition, MM-TRA-2(b)'s reference to a congestion management program (CMP) is no longer relevant, because consistent with California Government Code Section 65088.3, the County of Los Angeles has opted to be exempt from its former CMP, and CMP analysis is no longer included in City of Los Angeles environmental documents. Therefore, the Project would not conflict with an applicable CMP, the measures included in MM-TRA-2(b) are not applicable to the Project, and no impact would occur. <u>2020-2045 RTP/SCS</u> This issue was removed from the Appendix G Checklist in 2018 and as such, this issue was not analyzed in the 2020-2045 RTP/SCS EIR.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency: ○ 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. ○ 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, 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 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. ○ 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		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency: ○ 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 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. ○ 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. ● Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including: ○ 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: ○ 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		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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: ○ 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: ○ Designate a certain percentage of parking spaces for ride-sharing vehicles. ○ 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: ○ 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. ● 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.		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	- Facilitate employment opportunities that minimize the need for private vehicle trips, including: - 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: - 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. - 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.		

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
Transportation/Traffic Inadequate emergency access. <u>Hazards and Hazardous Materials</u> Impair or Interfere with Emergency Response or Evacuation Plan	MM-TRA-5(b): 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: • 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: ○ 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. ○ 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.	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: 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: -- 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. -- 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	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance and project design features that are equal to or more effective than this mitigation measure. As discussed in Section 4, Subsection 17, Transportation, of this SCEA, the Project would include project design feature PDF-T-1, which requires preparation and approval of a detailed CSTMP with street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. This project design feature would be equal to or more effective than MM-TRA-5(b) in ensuring that emergency vehicles would continue to have access to the Project Site during construction of the Project. During Project operation, emergency access to the Project Site would be provided by the existing street system. In addition, the Project would be designed and constructed in accordance with LAMC requirements, and would be reviewed by LAFD to ensure that adequate site access is maintained for emergency response vehicles during operation of the Project. Moreover, the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lane of opposing traffic. Through regulatory compliance and implementation of project design features, which are equal to or more effective than MM-TRA-5(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM TRA-2 is substantially similar to MM-TRA-5(b) and is not incorporated into the Project for the reasons discussed above for MM-TRA-5(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	• 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: ○ 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.	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.	
<u>Tribal Cultural Resources</u>	None. At the time of preparation of the 2016-2040 EIR, this issue was not included in the Appendix G Checklist and as such, this issue was not analyzed.	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 tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: 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.	<u>2016-2040 RTP/SCS</u> At the time of preparation of the 2016-2040 EIR, this issue was not included in the Appendix G Checklist and as such, this issue was not analyzed. <u>2020-2045 RTP/SCS</u> As discussed in detail in Section 4, Subsection 18, Tribal Cultural Resources, and the Tribal Cultural Resources Report prepared for the Project (Appendix M of the SCEA) the Project Site has not been identified as a location containing identified tribal cultural resources. Based on the consultation and negative records search results and the implementation of the City's established condition of approval to address any inadvertent discovery of a tribal cultural resource, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource. As such, PMM TCR-1 is not incorporated into the Project.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Utilities and Service Systems</u> Require New Water or Wastewater Treatment Facilities	None. No significant impacts or mitigation measures related to water and wastewater treatment were identified in the 2016-2040 RTP/SCS EIR.	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: a) During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.	<u>2016-2040 RTP/SCS</u> No significant impacts or mitigation measures related to water and wastewater treatment were identified in the 2016-2040 RTP/SCS EIR. <u>2020-2045 RTP/SCS</u> As discussed in Section 4, Subsection 19, Utilities and Service Systems, of this SCEA, construction activities for the Project would not result in wastewater generation as construction workers would utilize portable restrooms, which would not contribute to wastewater flows to the local wastewater system. Thus, wastewater generation from construction activities is not anticipated to cause a measurable increase in wastewater flows and construction impacts to the wastewater system would be less than significant. During operation of the Project, the Hyperion Water Reclamation Plant has approximately 175 mgd of available daily capacity and the Project's anticipated wastewater demand is less than one percent of available capacity. The Project would not require new or upgraded water or wastewater treatment facilities. This mitigation measure is not incorporated into the Project because no potential impact would occur.
<u>Utilities and Service Systems</u> 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.	MM-USS-3(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 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 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. 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.	Refer to PMM HYD-1, above.	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that are consistent with the relevant measures listed in this mitigation measure. See discussion of MM-HYD-1(b) above. The Project would be required to comply with regulatory requirements including the NPDES General Construction Permit, NPDES Groundwater Discharge Permit, MS4 permit, CWA, City stormwater ordinances. The City has determined that these regulatory measures are consistent with the measures listed under MM-USS-3(b). Compliance with these requirements would ensure that the Project would not require or result in construction of new storm water drainage facilities or expansion of existing facilities, and potential impacts would be less than significant. In addition, as discussed in Section 4, Subsection 10, Hydrology and Water Quality, of this SCEA, the Project would not substantially change the amount of impervious surface area on the Project Site and would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Since no Project level impacts have been identified, and the Project incorporates measures consistent with measures

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
			identified by MM-HYD-1(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM HYD-1 is substantially similar to MM-HYD-1(b) and is not incorporated into the Project for the reasons discussed above for MM-HYD-1(b).
<u>Utilities and Service Systems</u> Require New or Expanded Entitlements for Water Supply	MM-USS-4(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 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: • 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. • 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.	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: 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.	<u>2016-2040 RTP/SCS</u> This mitigation measure is not applicable to the Project. The Project would not require new or expanded entitlements for water supplies. As discussed in Section 4, Subsection 19, Utilities and Service Systems – Water, of this SCEA, based on the demand forecasts contained in LADWP's 2015 Urban Water Management Plan, the Project's anticipated net water demand would be accommodated for with existing and planned supplies. In addition, in accordance with project design feature GHG-PDF-1, the Project would be designed to be capable of meeting the standards of LEED® Silver equivalence, which includes water conservation features. Furthermore, the Project would be required to comply with all existing and future water conservation and sustainability measures regarding water use that the City implements. Therefore, although the measures included in MM-USS-4(b) are not applicable to the Project, the Project is consistent with applicable water reduction measures and impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM USWS-1 is substantially similar to MM-USS-4(b) and is not incorporated into the Project for the reasons discussed above for MM-USS-4(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
<u>Utilities and Service Systems</u> Landfill with Sufficient Capacity	MM-USS-6(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 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: - Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following: - 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 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. - 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	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: Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following: - 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. - Development of indoor recycling program and space. - 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. - 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. - Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. - Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement	<u>2016-2040 RTP/SCS</u> The Project incorporates regulatory compliance that is consistent with the relevant measures listed in this mitigation measure. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and impacts would be less than significant. As discussed in Section 4, Subsection 19, Utilities and Service Systems - Solid Waste, of this SCEA, the Project's handling of all debris and waste generated during construction would be subject to the State's requirements under AB 939 for salvaging, recycling, and reuse of materials from construction activity on the Project Site. In addition, during operation, the Project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the Solid Waste Management Policy Plan, and the City's recycling program. Furthermore, there is adequate landfill capacity in the region to accommodate Project-generated waste during both construction and operation. Through regulatory compliance that is equal to or more effective than MM-TRA-5(b), impacts would be less than significant. <u>2020-2045 RTP/SCS</u> PMM USWS-2 is substantially similar to MM-USS-6(b) and is not incorporated into the Project for the reasons discussed above for MM-USS-6(b).

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
	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 from landfills and toward food banks and composting facilities. ○ 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.	policies, as well as other waste prevention, reduction and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. 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.	
<u>Wildfire</u> <u>Wildfire Risk</u>	None. At the time of preparation of the 2016-2040 RTP/SCS, wildfire was not an issue included in the Appendix G Checklist.	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: 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.	<u>2016-2040 RTP/SCS</u> At the time of preparation of the 2016-2040 RTP/SCS, wildfire was not an issue included in the CEQA Guidelines Appendix G Checklist. <u>2020-2045 RTP/SCS</u> This mitigation measure is not incorporated because it is not applicable to the Project. As discussed in Section 4, Subsection 4.20, Wildfire, of this SCEA, the Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. No impact related to this issue would occur.

Topic	2016-2040 RTP/SCS PEIR Project Level Mitigation Measure	2020-2045 RTP/SCS PEIR Mitigation Measure	Applicability to the Project
		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.	
<u>Wildfire</u> <u>Exacerbate Fire Risks</u>	None. At the time of preparation of the 2016-2040 RTP/SCS, wildfire was not an issue included in the Appendix G Checklist.	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: a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to: - 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.	<u>2016-2040 RTP/SCS</u> At the time of preparation of the 2016-2040 RTP/SCS, wildfire was not an issue included in the CEQA Guidelines Appendix G Checklist. <u>2020-2045 RTP/SCS</u> This mitigation measure is not incorporated because it is not applicable to the Project. As discussed in Section 4, Subsection 4.20, Wildfire, of the SCEA, the Project Site is not located in or near a state responsibility area, nor is the Project Site located in a Very High Fire Hazard Severity Zone. No impact related to this issue would occur.