

APPENDIX A

Applicable Mitigation Measures

APPENDIX A

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

Public Resources Code (PRC) § 21151.2 requires that a transit priority project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. The City has complied with PRC § 21151.2 by reviewing all of the suggested mitigation measures in Southern California Association of Governments (SCAG) Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy [RTP/SCS]) and the Wilshire Community Plan Transportation Improvement and Mitigation Program (TIMP), August 1999, for imposition on the project. The mitigation measures were not imposed if the project was found to be in substantial compliance with the mitigation measure as proposed or if the mitigation measures were found not to be applicable. If the project was not found to be in substantial compliance or the mitigation measure was found applicable, the City considered whether to use the mitigation measure or an equally effective City mitigation measure (including the mitigation measures developed for the SCEA prepared for the proposed project). The applicable mitigation measures, performance standards, or criteria from the aforementioned documents are discussed in the tables below and are included in applicable technical sections of the Environmental Checklist portion of the SCEA.

Table 1
SCAG Connect SoCal (2020 – 2045 RTP/SCS)
Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
Aesthetics	
<p>PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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 	<p>This Mitigation Measure is not applicable to the Proposed Project as PRC § 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Project Site is in an urbanized area within the City of Los Angeles. The Proposed Project is a transit-oriented mixed-use development that includes residential and commercial uses. The project site is located less than one-half mile from Metro Bus Lines with frequency intervals of less than 15 minutes during morning and afternoon peak times. Furthermore, the planned Metro D (Purple) Line station at Wilshire/La Brea is located less than one-half mile away from the Project Site. Therefore, the proposed project is located in a transit priority area as defined in PRC § 21099. The proposed project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC § 21099.</p>

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<p>road widenings, interchange projects, and related improvements.</p> <ul style="list-style-type: none"> e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; h) Use see-through safety barrier designs (e.g. railings rather than walls) 	
<p>PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> — use transparent panels to preserve views where sound walls would block views from residences; 	<p>This Mitigation Measure is not applicable to the proposed project as PRC § 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Project Site is in an urbanized area within the City of Los Angeles. The Proposed Project is a transit-oriented mixed-use development that includes residential and commercial uses. The project site is located less than one-half mile from Metro Bus Lines with frequency intervals of less than 15 minutes during morning and afternoon peak times. Furthermore, the planned Metro D (Purple) Line station at Wilshire/La Brea is located less than one-half mile away from the Project Site. Therefore, the proposed project is located in a transit priority area as defined in PRC § 21099. The proposed project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC § 21099.</p>

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<ul style="list-style-type: none"> — 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; <p>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	
<p>PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances. c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	<p>This Mitigation Measure is not applicable to the Proposed Project as PRC § 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.”</p> <p>The Project Site is in an urbanized area within the City of Los Angeles. The Proposed Project is a transit-oriented mixed-use development that includes residential and commercial uses. The project site is located less than one-half mile from Metro Bus Lines with frequency intervals of less than 15 minutes during morning and afternoon peak times. Furthermore, the planned Metro D (Purple) Line station at Wilshire/La Brea is located less than one-half mile away from the Project Site. Therefore, the proposed project is located in a transit priority area as defined in PRC § 21099. The proposed project’s aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC § 21099.</p>
Agriculture and Forestry	
<p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind 	<p>This Mitigation Measure is not applicable to the Proposed Project as no farmland or agricultural activity exists on or in the vicinity of the project site. See Section 2, Agricultural Resources, of the SCEA for further information.</p>

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<p>farmland in the form of easements, fees, or elimination of development rights/potential.</p> <ul style="list-style-type: none"> 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. 	
<p>PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> 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. 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site is not zoned for agricultural production, there is no farmland at the project site, and there are no Williamson Act Contracts in effect for the project site. See Section 2, Agricultural Resources, of the SCEA for further information.</p>
<p>PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources. 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site is not zoned for agricultural production and there is no farmland at the project site. See Section 2, Agricultural Resources, of the SCEA for further information.</p>
<p>PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site is not zoned for agricultural production and there is no farmland at the project site. See Section 2, Agricultural Resources, of the SCEA for further information.</p>

¹ 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>).

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<ul style="list-style-type: none"> 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. 	
<p>PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations. 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site is not zoned for agricultural production and there is no farmland at the project site. See Section 2, Agricultural Resources, of the SCEA for further information.</p>
Air Quality	
<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. 	<p>The proposed project is subject to the South Coast Air Quality Management District (SCAQMD) rules and mentioned in Section 3, Air Quality of the SCEA. Upon compliance, the Project would satisfy the applicable requirements of this mitigation measure.</p> <p>The Project's impacts to Air Quality were analyzed in Section 3, Air Quality, of the SCEA analysis and were found to be less than significant and the Project would not require any mitigation measures for this impact.</p>

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<p>g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</p> <p>i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.</p> <p>j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.</p> <p>k) Ensure that all construction equipment is properly tuned and maintained.</p> <p>l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.</p> <p>m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</p> <p>n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</p> <p>o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.</p> <p>p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported</p>	

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<p>by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.</p> <p>r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. 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. <p>w) As applicable for port projects, the following measures should be considered:</p>	

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<ul style="list-style-type: none"> a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. <p>x) As applicable for rail projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. <p>y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.</p> <p>z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.</p> <ul style="list-style-type: none"> a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. 	

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<ul style="list-style-type: none"> d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. <p>aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities.</p>	
Biological Resources	
<p>PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible. b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include: <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site does not contain any critical habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The Project Site is located in an urbanized area of the City and is not identified as a vegetation zone that could serve as species' habitat. No mitigation is required for this impact. See Section 4, Biological Resources, of the SCEA for further information.</p>

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<p>and/or pay in lieu fees to support off-site long-term conservation strategies.</p> <p>d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.</p> <p>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.</p> <p>f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.</p> <p>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.</p> <p>h) Appoint a qualified biologist to monitor implementation of mitigation measures.</p> <p>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.</p> <p>j) Develop an invasive species control plan associated with project construction.</p> <p>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.</p> <p>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</p> <p>m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.</p>	
<p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</p> <p>b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened,</p>	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site does not contain any 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. See Section 4, Biological Resources, of the SCEA for more information.</p>

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<p>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.</p> <p>c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</p> <p>d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</p> <p>e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.</p> <p>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.</p> <p>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</p> <p>h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.</p> <p>i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</p> <p>j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.</p> <p>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</p> <p>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.</p> <p>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.</p> <p>n) Install fencing and/or mark sensitive habitat to be</p>	

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Project Level Mitigation Measure	Applicability to the Project
<p>avoided during construction activities.</p> <ul style="list-style-type: none"> <li data-bbox="250 281 797 491">o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist. <li data-bbox="250 504 797 579">p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist. <li data-bbox="250 592 797 697">q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species). <li data-bbox="250 709 797 856">r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport. 	
<p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.</p> <ul style="list-style-type: none"> <li data-bbox="250 1066 797 1171">a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible. <li data-bbox="250 1184 797 1444">b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. <li data-bbox="250 1457 797 1894">c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic 	<p>This Mitigation Measure is not applicable to the Proposed Project as the Project Site does not contain any state or federally protected wetlands. See Section 4, Biological Resources, of the SCEA for more information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> — Permittee-responsible mitigation — Contribution of in-kind in-lieu fees — Use of in-kind mitigation bank credits <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> — Avoidance — Impact Minimization — On-site alternatives — Off-site alternatives <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
<p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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 	<p>This Mitigation Measure is not applicable to the Proposed Project as the project is located in a developed urban area and does not involve the dispersal of wildlife nor would the project result in a barrier to migration or movement. The project would also comply with the Migratory Bird Treaty Act which governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. See Section 4, Biological Resources, of the SCEA for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>project sites from February 1 through August 31.</p> <ul style="list-style-type: none"> e) Prohibit construction activities within 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: <ul style="list-style-type: none"> — Wildlife movement buffer zones — Corridor realignment — Appropriately spaced breaks in center barriers 	

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> — Stream rerouting — Culverts — Creation of artificial movement corridors such as freeway under- or overpasses — Other comparable measures <p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p>	
<p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the 	<p>This Mitigation Measure is not applicable to the Proposed Project. The Project is subject to the City’s Tree Preservation Ordinance. The Proposed Project would remove the existing trees onsite, none of which are protected species (refer to <i>Appendix C, Tree Report</i>); and plant 61 new trees. Compliance with these provisions would ensure that there would be no potentially significant impacts to on-site biological resources. See Section 4, Biological Resources, of the SCEA for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> — Avoidance strategies — Contribution of in-lieu fees — Planting of replacement trees — Re-landscaping areas with native vegetation post-construction — Other comparable measures developed in consultation with local agency and certified arborist. 	
<p>PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This Mitigation Measure is not applicable to the Proposed Project as no habitat conservation plan or natural community conservation plans encompass the site and no locally designated natural communities occur on or adjacent to the project site. See Section 4, Biological Resources, of the SCEA for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs. b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP. c) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable. 	
Cultural Resources	
<p>PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Pursuant to <i>CEQA Guidelines</i> 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. b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center. 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: <ul style="list-style-type: none"> — Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines 	<p>Historical Resources</p> <p>Impacts on historical resources are less than significant and no mitigation measures are required. See Section 5, Cultural Resources, of the SCEA for further information.</p> <p>Archaeological Resources</p> <p>An archaeological report was prepared in anticipation of the Proposed Project. The report noted that the archaeological pedestrian survey did not result in the identification of any prehistoric or historic archaeological sites as there is no exposed ground surface within the Project parcel. However, several prehistoric sites had been previously documented in proximity to the Project and the NAHC search of the Sacred Lands File returned a positive result. The condition of the parcel and specifically the presence or absence of archaeological materials prior to the initial development and subsequent redevelopment on the property is unknown.</p> <p>As such, archaeological monitoring of initial ground disturbance related to the Project, up to approximately 6 feet in depth or when a qualified archaeologist has recommended that the possibility of encountering archaeological material has been exhausted, is recommended as a mitigation measure. Mitigation Measures MM-CUL-1 and MM-CUL-2 would reduce impacts to a less than significant measure and would satisfy this project level mitigation measure from SCAG.</p>

A. Applicable Mitigation Measures

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

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the 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 applicable; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p> <p>j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The</p>	

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>archaeological monitor should be supervised by an archaeologist meeting the SOI PQS</p> <p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinterment in an area designated by the tribe.</p>	
<p>PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>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.</p> <p>b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:</p> <ul style="list-style-type: none"> — Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure 	<p>There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code § 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC § 5097.98. Compliance with these regulations would ensure the proposed project would satisfy applicable requirements of this mitigation measure.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>notification in the event the Coroner is not available.</p> <p>— If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.</p>	
Geology and Soils	
<p>PMM-GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) 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. b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program. c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation. 	<p>As analyzed and concluded in Section 7, Geology and Soils, of the SCEA, the project does not have the potential for significant effects related to the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides. Further, the Proposed Project already complies to this Mitigation Measure as it is subject to the building construction protocols for reducing seismic hazards as provided in the Los Angeles Municipal Code and applicable regulations. Compliance would help avoid or reduce the potentially 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. The Proposed Project would also comply with all seismic standards provided in the California Building Code as approved as approved by the Department of Building and Safety.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.</p>	
<p>PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>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.</p> <p>b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p>	<p>The Proposed Project is not known to contain paleontological resources. The Natural History Museum conducted a search of their paleontology collection records for the locality and specimen data for the Project Site and does not have any vertebrate fossil localities that lie directly within the project area boundaries, but do have localities nearby from the same sedimentary deposits that occur in the area.</p> <p>However, construction of the proposed project will include a three-level subterranean parking garage that could involve grading and excavation to greater depths than previously undertaken. Project-related grading and excavation activities could disturb unknown paleontological resources buried in site soils. In the event of an unexpected disturbance, significant impacts to paleontological resources could occur.</p> <p>Mitigation Measure MM-GEO-1 would reduce potential impacts in the event that paleontological resources are unearthed during ground-disturbing activities. Compliance with the measure would require that the City of Los Angeles Department of Building and Safety will be notified immediately, and all work will cease in the area of the find until a qualified paleontologist evaluates the find and that any found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California PRC § 21083.2. See Section 7, Geology and Soils, of the SCEA for further information.</p>
<p>PMM-GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:</p> <p>i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit.</p>	<p>Impacts regarding the generation of greenhouse gas emissions were analyzed in Section 8, Greenhouse Gas Emissions, in the SCEA. The Air Quality and Greenhouse Gas Report provides a detailed analysis demonstrating the proposed project's consistency with CARB's 2017 Scoping Plan and SCAG's Connect SoCal Plan. The project would have a less than significant GHG impact and therefore mitigation is not required.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.	
iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.	
iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment.	
v. Use high-efficiency lighting and cooking devices.	
vi. Incorporate passive solar design.	
vii. Use high-reflectivity building materials and multiple glazing.	
viii. Prohibit gas-powered landscape maintenance equipment.	
ix. Install electric vehicle charging stations.	
x. Reduce wood burning stoves or fireplaces.	
xi. Provide bike lanes accessibility and parking at residential developments.	
b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.	
c) Include off-site measures to mitigate a project's emissions.	
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;	

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Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> 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. 	
<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. Promote transit-active transportation coordinated strategies; ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, and day care; v. Incorporate affordable housing into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; 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; 	
<ul style="list-style-type: none"> 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; 	
<ul style="list-style-type: none"> 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 	
<ul style="list-style-type: none"> h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: <ul style="list-style-type: none"> i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; 	

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Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. 	
Hazards and Hazardous Materials	
<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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 	<p>This mitigation measure is not applicable. The Project does not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers and cleaning agents required for normal maintenance of the structure and landscaping. Impacts were found to be less than significant as analyzed in Section 9, Hazards and Hazardous Materials, of the SCEA and mitigation is not required.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.</p> <p>c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:</p> <ul style="list-style-type: none"> — The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids. — The location of such hazardous materials. — An emergency response plan including employee training information. — A plan that describes the way these materials are handled, transported and disposed. <p>d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.</p> <p>e) Avoid overtopping construction equipment fuel gas tanks.</p> <p>f) Properly contain and remove grease and oils during routine maintenance of construction equipment.</p> <p>g) Properly dispose of discarded containers of fuels and other chemicals.</p> <p>h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.</p> <p>i) Identify and implement more stringent tank car safety standards.</p> <p>j) Improve rail transportation route analysis, and modification of routes based on that analysis.</p> <p>k) Use the best available inspection equipment and protocols and implement positive train control.</p> <p>l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.</p> <p>m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.</p> <p>n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-</p>	

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>time information in the event of an oil train derailment or accident.</p> <ul style="list-style-type: none"> <li data-bbox="250 306 802 464">o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. <li data-bbox="250 474 802 552">p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. <li data-bbox="250 562 802 667">q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies. 	
<p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li data-bbox="250 898 802 951">a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment; <li data-bbox="250 961 802 989">b) More stringent tank car safety standards; <li data-bbox="250 999 802 1052">c) Improved rail transportation route analysis, and modification of routes based on that analysis; <li data-bbox="250 1062 802 1140">d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control; <li data-bbox="250 1150 802 1203">e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size; <li data-bbox="250 1213 802 1318">f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments; <li data-bbox="250 1329 802 1455">g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident; <li data-bbox="250 1465 802 1623">h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials. 	<p>This mitigation measure is not applicable. The Proposed Project does not involve hazardous materials. There is no significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions. This mitigation measure is therefore not applicable to the Project.</p>
<p>PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> <li data-bbox="250 1850 802 1894">a) Where the construction and operation of projects involves the transport of hazardous materials, avoid 	<p>John Burroughs Middle School is within one-quarter mile of the project. However, the project does not involve hazardous emissions or the handling of hazardous materials, substance, or waste. Therefore, the proposed project would have no hazardous material related impacts to schools. This mitigation measure is not applicable to the project.</p>

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Project Level Mitigation Measure	Applicability to the Project
<p>transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.</p> <p>b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.</p>	
<p>PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.</p> <p>b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.</p> <p>c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.</p> <p>d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.</p> <p>e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.</p> <p>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</p>	<p>The site is not known or anticipated to have been contaminated with hazardous materials and no hazardous material storage facilities are known to exist onsite. This mitigation measure is not applicable.</p>

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Project Level Mitigation Measure	Applicability to the Project
<p>tanks, fuel distribution lines, waste pits and sumps.</p> <p>g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.</p> <p>h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.</p> <p>i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.</p> <p>j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p> <p>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3;</p>	

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<p>California Health and Safety Code Section 25915-25919.7; and other local regulations.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p> <p>o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p>PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.</p> <p>b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;</p> <p>c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.</p>	<p>Demolition, construction and operation of the Proposed Project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan, and the Proposed Project would have a less than significant impact with respect to these issues. This mitigation measure is not applicable.</p>
Hydrology and Water Quality	
<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.</p>	<p>Full compliance with the LID Plan, SUSMP, and implementation of design-related best management practices would ensure that the operation of the Proposed Project would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. The Proposed Project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the project would result in a less than significant impact to water quality and waste discharge during its construction and operation. No mitigation is required and this mitigation measure is not applicable. See</p>

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Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control. d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse: g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities. i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase. 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. 	<p>Section 10, Hydrology and Water Quality, of the SCEA for further information.</p>

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<p>PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid designs that require continual dewatering where feasible. <p>For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.</p> <ul style="list-style-type: none"> a) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. b) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. c) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate. 	<p>The Project would be required to comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4- 2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. Impacts would be less than significant. See Section 10, Hydrology and Water Quality, of the SCEA for further information.</p>
<p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change. 	<p>The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction the Proposed Project. Further, the project would be required to implement an LID Plan (during the project's operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. This mitigation measure is not applicable.</p>
<p>Land Use and Planning</p>	
<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Facilitate good design for land use projects that build upon and improve existing circulation patterns 	<p>The Project would not physically divide an existing community, as the site is surrounded by similar development to the east and west. The project would not create a [physical barrier within an existing community. This mitigation measure is not applicable to the project. See Section 11, Land Use and Planning, of the SCEA for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:</p> <ul style="list-style-type: none"> — Selecting alignments within or adjacent to existing public rights of way. — Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. — Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). <p>c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:</p> <ul style="list-style-type: none"> — Alignment shifts to minimize the area affected. — Reduction of the proposed right-of-way take to minimize the overall area of impact. — Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	
<p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.</p>	<p>This mitigation measure is not applicable to the project as the Proposed Project would not physically divide an existing community and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. See Section 11, Land Use and Planning, of the SCEA for further information.</p>
<p>Mineral Resources</p>	
<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>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.</p>	<p>This mitigation measure is not applicable. The Project site has not been utilized for mineral extraction and is not located within an oil drilling district, state-designated oil filed or surface mining district, and there are no active mining operations on the project site or near the project vicinity. The Project site is not within a Mineral Resource Zone.</p>

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Project Level Mitigation Measure	Applicability to the Project
<p>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:</p> <ol style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources 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. 	
Noise	
<p>PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ol style="list-style-type: none"> a) Install temporary noise barriers during construction. b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with 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 	<p>The Proposed Project would implement Mitigation Measures NOI-1 and NOI-2 to reduce construction related noise impacts to a less than significant level. These mitigation measures are project specific and are therefore more applicable. See Section 13, Noise and Vibration, for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.</p> <p>f) Designate an on-site construction complaint and enforcement manager for the project.</p> <p>g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.</p> <p>h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <p>i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.</p> <p>j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.</p> <p>k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned</p> <p>l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.</p> <p>m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;</p> <p>n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.</p>	

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> 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. 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. 	
<p>PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to vibration, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving 	<p>There would be no significant noise or vibration impacts associated with the Proposed Project, therefore this Mitigation Measure is not applicable.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>locations.</p> <ul style="list-style-type: none"> b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation. 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. 	
Population and Housing	
<p>PMM-POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people. b) Prioritize the use existing ROWs, wherever feasible. c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction. d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable). e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan. 	<p>The Project Site does not contain any existing dwelling units. Therefore, the project would not displace existing housing and this mitigation measure is not applicable.</p>
Public Services	
<p>PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the</p>	<p>This mitigation measure is not applicable to the Project as the Proposed Project would not require the construction or alteration of emergency response facilities. See Section 15, Public Services, of the SCEA for further information.</p>

A. Applicable Mitigation Measures

Project Level Mitigation Measure	Applicability to the Project
<p>following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated 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, as appropriate and applicable, to mitigate identified CEQA impacts. • Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan. 	
<p>PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.</p>	<p>This mitigation measure is addressed as the project would require fees to reduce impacts as to a less than significant impact. The Applicant would be required to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by statute to fully mitigate any potentially significant impact on schools.</p>
<p>PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.</p>	<p>This mitigation measure is not applicable as the Project would not cause a significant impact with regard to library services. The addition of residential units at the Project site it would not be substantial enough to create additional impacts to existing services and the project would not significantly impact library services and no new or expanded library facilities would be needed.</p>
<p>Recreation</p>	
<p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Prior to the issuance of permits, where projects</p>	<p>Los Angeles Municipal Code § 12.33 requires all new, non-exempt, residential dwelling units to dedicate land, pay a fee or provide a combination of land dedication and fee payment for the purpose of acquiring, expanding and improving park and recreational facilities for new residents, with an exception made for affordable housing units. The project itself would not lead to substantial physical deterioration of any recreational facilities, and would have no related significant impacts.</p>

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<p>require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies.</p> <p>b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:</p> <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 	
Transportation	
<p>PMM-TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • 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: <i>Integrating Demand Management into the Transportation Planning Process: A Desk Reference</i> (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region’s roadways: <ul style="list-style-type: none"> — include TDM mitigation requirements for new developments; — incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; — provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; — implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; 	<p>As an infill development site, the Project has ready access to community resources, particularly public transportation. The site is serviced by Metro Bus lines with frequency intervals of less than 15 minutes during peak times. The strategic location of this Project is to lessen VMT to and from the site. Transportation impacts were concluded to be less than significant. See Section 17, Transportation, of the SCEA for further information.</p>

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Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> — develop TDM-specific performance measures to evaluate project-specific and system-wide performance; — incorporate TDM performance measures in the decision-making process for identifying transportation investments; — implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and — set aside funding for TDM initiatives. — The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis. 	
<p>PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> — Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. — Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. — Scheduling of truck trips outside of peak morning and evening commute hours. 	<p>No hazardous design features are included in the access design or site plan for the Project that could impede emergency access. Furthermore, the Project would be subject to site plan review by the City of Los Angeles Fire Department and the City of Los Angeles Police Department to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles.</p>

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Project Level Mitigation Measure	Applicability to the Project
<ul style="list-style-type: none"> — 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. — Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. — Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. — Enhance emergency preparedness awareness among public agencies and with the public at large. 	
Tribal Cultural Resources	
<p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> 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 	<p>In compliance with this mitigation measure, the Lead Agency has considered mitigation measures consistent with § 15064.5 of the State CEQA Guidelines and, accordingly, incorporated a comparable mitigation measure. Mitigation Measures MM-CUL-1 and MM-CUL-2, in Section 18, Tribal Cultural Resources, of the SCEA would reduce impacts to tribal cultural resources to a less than significant level.</p>

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Project Level Mitigation Measure	Applicability to the Project
<p>criteria;</p> <p>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;</p> <p>c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p>	
Utilities and Service Systems	
<p>PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:</p> <p>a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.</p> <p>b) Inclusion of a waste management plan that promotes maximum C&D diversion.</p> <p>c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).</p> <p>d) Reuse of existing structure and shell in renovation projects.</p> <p>e) Development of indoor recycling program and space.</p> <p>f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.</p> <p>g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.</p> <p>h) Encourage waste reduction goals and practices and</p>	<p>The Project would generate solid waste that is typical of retail and mixed-use residential buildings and would comply with all federal, State, and local statutes and regulations regarding proper disposal. Impacts would be less than significant and therefore, this mitigation measure would not be applicable.</p>

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<p>look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.</p> <ul style="list-style-type: none"> i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices. 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. 	
<p>PMM-USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • 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 applicable 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 applicable public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	<p>This mitigation measure is not applicable for the Proposed Project. Impacts related to wastewater treatment facilities are analyzed in Section 19, Utilities and Service Systems, of the SCEA. The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities.</p> <p>Impacts were found to be less than significant and therefore, mitigation is not required.</p>
<p>PMM USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p>	<p>This mitigation measure is not applicable for the Proposed Project. Impacts from the project on water supply are analyzed in Section 19, Utilities and Service Systems, of the SCEA. Impacts were found to be less than significant and therefore, mitigation is not required.</p>

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<ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	
Wildfire	
<p>PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place 	<p>This mitigation measure is not applicable. The Project Site is not located within a Very High Fire Hazard Severity Zone. As analyzed in Section 20, Wildfire, of the SCEA, there would be a less than significant impact and no mitigation is required.</p>
<p>PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and</p>	<p>This mitigation measure is not applicable to the Proposed Project as impacts would be less than significant. Being in a developed urban area, there are several fire protection facilities in the project vicinity that could respond to an</p>

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<p>feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to</p> <ul style="list-style-type: none"> — Submit a fire protection plan including the designation of fire watch staff; — Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities; — Locate construction and maintenance equipment in designated “safe areas” such that they do not discharge combustible materials; and — Designate trained fire watch staff during project construction to reduce risk of fire hazards. 	<p>emergency at the site. There would be a less than significant impact and no mitigation is required.</p>

Source: SCAG Connect SoCal (2020 – 2045 Regional Transportation Plan/ Sustainable Communities Strategy).

WILSHIRE COMMUNITY TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM (*August 1999*)

The proposed Wilshire Community Transportation Improvement and Mitigation Program (TIMP) consists of the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Residential Neighborhood Protection Plans

Transportation Systems Management Strategies

The major components of the proposed Wilshire Community TIMP are summarized and discussed in this section. In the previous sections it has been shown that increases in congestion is projected to occur throughout the Community Plan Area (CPA). From a practical or financial standpoint there is little opportunity to widen streets to resolve the congestion problem, except, perhaps, at isolated intersections when the adjacent properties redevelop. As a result, many of the improvements for the Wilshire TIMP are designed around transportation system management/traffic operations strategies. These include the following:

Signalization Improvements - The City of Los Angeles is in the process of designing the second phase of the ATSAC signal system. The ATSAC system employs smart corridor technology to traffic signal controls through a series of signal timing enhancements that are designed to manage and minimize congestion at a specific intersection. Phase II of this system is ATCS. This system takes the smart corridor technology to a higher level, whereby the traffic signals along an entire street or corridor are optimized to balance traffic demand by direction. The full implementation of ATSAC and ATCS will have significant benefits in the Wilshire CPA towards the reduction of congestion. Studies have shown increases in the capacities of roadways by approximately 7 percent upon integration of signal systems with ATSAC and an additional 3 percent with ATCS. These gains appear in the form of less congestion, delays and stops at intersections. Traffic flow is improved and in addition, system operations, monitoring and control is significantly enhanced as well.

Traffic Operations - Off-set Striping- There are a number of north-south highway corridors that connect both the Santa Monica and Hollywood Freeways with the Wilshire CPA. Some of these streets are severely

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congested during the peak periods. The major arterials have generally been built-out to their ultimate cross-sections and often have peak-hour parking prohibitions in place to maximize capacity and enhance flow. Since it is not practically feasible to widen many of the streets without disruption to businesses and residents or incurring significant costs with limited resources, it is recommended that off-set striping be considered on a north-south couplet to augment traffic flow.

Off-set striping is a concept whereby there are more lanes in one direction than the other on one street with more lanes in the other direction in the other direction on the parallel street. Two north-south corridors were evaluated for application of this concept. They include Fairfax Avenue/Crescent Heights Boulevard and Vermont Avenue/Normandie Avenue. The travel demand forecasts indicated that there would be a greater benefit in overall congestion reduction from the implementation of the Vermont/Normandie couplet than the Fairfax/Crescent Heights one. It is recommended then, that off-set striping be implemented on the Vermont/Normandie couplet with four lanes northbound/two lanes southbound on Vermont Avenue and four lanes southbound/two lanes northbound on Normandie Avenue.

General Plan Framework Transit Strategies

The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program contains seven transit recommendations:

1. Collaborate with other local, regional, state and federal agencies to expand Citywide bus service miles by five percent per year to support significant increases in transit ridership.
2. Increase bus service along high-demand routes and corridors in transit-dependent areas to reduce bus overcrowding.
3. Provide additional express and local bus service along major transit corridors to augment future rail service and reduce congestion along congested corridors.
4. Provide shuttles and other services that increase access to and within Targeted Growth Areas (TGAs) to encourage growth in TGAs and to mitigate the traffic impacts of that growth.
5. Increase accessibility in areas with high transit dependence, reduce the unit cost of service delivery, and create entrepreneurial opportunities, by developing alternative community-based services, expanding existing community based services, and participating in demonstration projects.
6. Seek maximum opportunities for entrepreneurial services and other private-sector initiatives through such strategies as demonstration programs and financial incentives.

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7. Implement one supplemental program per year to provide transit between depressed residential areas and work opportunities.
8. Implement designated transit-priority highways and associated improvements.
9. Implement pedestrian-priority street improvements and pedestrian oriented districts within neighborhood, community centers and regional centers as discussed in the General Plan Framework

Some of the strategies mentioned above, such as the first recommendation, are regional in scope and can not be implemented in just one planning area. However, given the nature of the Wilshire Community Planning Area, improvements to the transit system may result in substantial accessibility improvements in the planning area. The second and third recommendations, dealing with high-demand corridors are also regional in nature but would likely include proposed Downtown Wilshire Community Transportation Hub. It is important to note that funding sources for operating and capital costs need to be identified for these programs and recommendations. Without dedicated funding programs these programs could not be implemented.

Wilshire/Highland Project

TIMP

Transportation System Management (TSM) Strategies Mitigation Implementation

Applicability to the Project:

As discussed in the foregoing section, these proposed mitigations are regional or Citywide in scope, and not relevant to the Proposed Project.

The Project site is in an urbanized area within the City of Los Angeles. The Proposed Project is a transit-oriented mixed-use development that includes residential and commercial uses. The project site is located less than one-half mile from Metro Bus Lines with frequency intervals of less than 15 minutes during morning and afternoon peak times. Furthermore, the planned Metro D (Purple) Line station at Wilshire/La Brea is located less than one-half mile away from the Project Site.

Public Transportation (Transit Improvements)

Improvement of the public transportation system to meet future increases in trip demand through and within the Wilshire District and to reduce adverse environmental impacts due to use of the private automobile should be considered. Both peak hour commuter and local community service could be improved.

The two centers in the Wilshire District should be connected to each other and to other Centers by means of a transit system. The residential, commercial and office areas within the Centers should be linked to each other and the transit system by means of a secondary transit facility.

Short Range - The following improvements should be encouraged during the next five years:

1. *Carpools* - Computerized data systems for forming carpools need to be expanded and improved. Employers should encourage, where possible, use of carpools through incentives such as preferential parking.
2. *Staggered Work Hours* - Work hours need to be significantly staggered in order to spread peak hour traffic, reduce congestion, and allow more efficient use of both buses and the street system.
3. *Bus System* - More buses are needed for both express and local service. More frequent service and additional routes are necessary. Specialized service such as minibuses, jitney services and demand response (dial-a-ride) may be appropriate in some areas.
4. *Preferential Bus/Carpool Lanes* - Preferential and/or exclusive lanes on appropriate surface streets and freeways are needed to facilitate the movement of buses and carpools.
5. *Street Improvements* - Jog eliminations, street widening, bus bays or turnouts and improved traffic signal systems could facilitate the movement of buses and carpools.

Long Range - Improved transit routes and systems should be encouraged, but only after a full study of the alternatives, their impacts and their social, economic and environmental costs and benefits. Participation of both citizens and governmental officials is essential prior to final decisions.

Transit Priority Treatments

In order to promote transit usage by commuters who currently drive, transit needs to be made more competitive, convenient and reliable by linking urban form to transit priorities with the intent of:

- reducing the overall travel time (total of actual travel and waiting time)

A. Applicable Mitigation Measures

- maintaining low transit fares
- improving adherence to schedules

These strategies can be most effectively realized when transit and/or HOV facilities are given priority treatment in land use planning and urban form development. Within neighborhood districts, community centers and pedestrian oriented areas, an emphasis is placed more on the movement of people than automobiles. For example transit priority highways would be established on those routes which have three or more bus lines having a 10-minute or shorter headway in the PM peak period. These highways not only carry higher volumes of transit activity but also carry the largest volumes of commute period bus riders, whose destinations include the residential portions and community activity centers within the Wilshire CPA. As an added mobility enhancing benefit, many of the proposed transit priority highways and routes operating on them, serve the Red Line, adding the potential to significantly increase its access to the community and City, County and region-wide activity centers.

The Wilshire Community Plan recommends the implementation of high capacity bus lane corridors along all Major Class II and Secondary Highway bus routes, and are discussed below. Buses traveling along these routes would receive signal priority treatment and enhanced bus stops. A "Rapid Bus" demonstration project is also planned along Wilshire Boulevard in partnership with the LACMTA.

The Rapid Bus demonstration program (Phase I) is scheduled to begin in 2000. The program is scheduled for operation through 2010. The Wilshire/Whittier Rapid Bus service is anticipated to operate from about 5 :00 AM to 11 :00 PM on weekdays and from 6:00 AM to 10:00 PM on weekends. During the weekday peak period, service will operate on about a three to seven minute headway and 10 minutes during the off-peak. Weekend service will operate on a 10 minute headway while evening service will be operated on a 20 minute headway.

The Phase II program will include routes in the CPA operating on Western Avenue, Vermont Avenue and Crenshaw Boulevard.

The MTA in conjunction with LADOT has completed a Transitway Feasibility Study that evaluates the technical feasibility of constructing and operating bus transitways on one or more corridors in Los Angeles County. These high capacity transit corridors feature limited stops, signal priority and high capacity articulated vehicles utilizing pre-paid fares. This program is envisioned as a part of the MTA's 2020 Bus System Vision. The routes that would receive these treatments would be those carrying at least 20,000 passengers per day and serve key activity centers.

Primary Transit Priority Highways

The Wilshire Community Plan includes nine Primary Transit Priority Highways, including five designated by the Proposed Transportation Element. Six of these facilities are proposed on north-south streets including Vermont, Western, La Brea, and Fairfax Avenues and Crenshaw and La Cienega Boulevards. Three facilities are proposed along east-west street including Wilshire and Olympic Boulevards and Burton Way.

Vermont and Western Avenues are extended northerly as Primary Transit Priority Highways to Melrose Avenue. Wilshire Boulevard is extended easterly to Hoover Street. North-south, Fairfax and La Brea Avenues, La Cienega Boulevard; and east-west Burton Way were all added to Primary Transit Priority Highways.

Transit Priority Streets

The Wilshire Community Plan also includes two designated north-south Secondary Highways, Normandie Avenue and Irolo Street, which are added to those designated by the Proposed Transportation Element as transit priority streets.

Metro Rail - Red Line

The Wilshire CPA is currently served by four Metro Red Line Stations, including Wilshire at Vermont, Wilshire at Normandie, Wilshire at Western and Vermont at Beverly. In June 1999, service commenced on a new 4.6 mile extension to Hollywood. This north extension will ultimately reach Universal City sometime in mid-2000.

These four stations will provide new auto-less mobility options to and from the Wilshire CPA. This is because the Red Line is an integral part of a larger 400 mile-plus rail system that includes Metrolink, the Blue and Green Lines. By utilizing MTA and other bus lines in conjunction with these lines travelers will be able to connect with Hollywood, the LA CBD, Long Beach, Norwalk, El Segundo as well as the counties of Riverside, San Bernardino, Orange, Ventura and the northern reaches of LA County. It is estimated that in 2000 when the Red Line extension to Universal City is completed, subway ridership will be about 125,000 passengers per day.

Transit Restructuring

The City of Los Angeles Department of Transportation has been involved in a transit restructuring study for West Los Angeles which includes the Wilshire CPA. Working with the LACMTA, the study identifies transit

A. Applicable Mitigation Measures

needs and makes recommendations for improved transit services. Service enhancements identified in the study include those operated by LADOT, MTA, Culver City and Santa Monica Municipal Bus Lines.

Some of the preliminary recommendations from the Westside Bus Restructuring Study which can enhance mobility in the CPA include:

- Enhancing the regional network through the introduction of a new super-limited stop service called Metro Rapid Bus. The primary corridors in the Wilshire CPA include Vermont, Western, Crenshaw, Wilshire and Venice.
- The introduction of low-floor articulated buses on high ridership, high frequency routes. The use of these vehicles can reduce running times via faster passenger stops.
- Improved and enhanced service to existing and upcoming Red Line stations.
- Enhanced DASH services that will result in more bus service between key transportation hubs and major activity centers in the area. The net result will be to offer additional and/or alternate service to a number of overcrowded regional routes.

Pedestrian-Oriented Districts

Streets must serve multiple functions including the movement of vehicles, bicycles, pedestrians and multiple users including motorists, transit, trucking (i.e motorized transport), and pedestrians and bicyclists (non-motorized transport).

Pedestrian-priority districts or street segments are those areas or facilities where pedestrians and their treatment are the priority. Typically these streets can serve as open space in both the daytime and nighttime and are served by buildings with ground floor retail and services and are served by sidewalks that are wide, lined with open canopied street trees and pedestrian scale lighting.

In the Wilshire Community Plan Area there are two areas where the application of pedestrian-oriented design could be applied as a catalyst to enhancing non-motorized transportation. These include neighborhood districts and mixed-use boulevards.

Neighborhood districts are areas that are primarily developed into small commercial village arrangements with a mix of retail, office, and residential uses. There are four neighborhood districts in the Wilshire Community Plan area including Larchmont, Fairfax-Beverly, 3rd Street, and Fairfax-Olympic.

The mixed-use boulevard concept would engender cohesive commercial development that could be integrated typically with housing in a vertical pattern. The intent of mixed use development is to provide

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housing in close proximity to jobs and services, to reduce vehicular trips, traffic congestion and air pollution, to provide rental housing and stimulate a pedestrian oriented environment.

Curbside Taxi Zones

Another alternative to reducing auto trips in the Wilshire Community Plan area is through greater use of taxi cabs. Taxi cabs, when readily and frequently available, can serve a variety of trip purposes and lengths, replacing trips that would otherwise be made by automobile and reducing the need for auto ownership. They also reduce parking demands in the urban area. The high density of office, commercial and residential activity in the area is ideally suited for these types of taxi cab use. Taxis can also provide convenient service to Red Line stations from locations not conveniently served by fixed route or shuttle buses. In order to maximize the potential of taxi service in the Wilshire Community Plan area, curbside taxi zones should be considered at major activity centers. A curbside taxi zone would allow taxis to queue near major activity centers or other designated off-street loading zones, as and where appropriate. Some of the centers that could benefit by, and play an important role in the utilization of taxis in reducing auto trips include:

- Wilshire Center - Koreatown
- Miracle Mile
- Beverly Center-Cedars Sinai
- Vermont Community Commercial Center
- Western Community Commercial Center
- Crenshaw Community Commercial Center
- Pico Community Commercial Center
- Beverly-Fairfax Community Commercial Center

Wilshire/Highland Project

TIMP

Transit Improvements Mitigation Implementation

Applicability to the Project

As discussed in the foregoing section, these proposed mitigations are regional, Citywide, or CPA-wide in scope, and not relevant to the Proposed Project.

As an infill development site, the Project has ready access to community resources, particularly public transportation. The site is serviced by four Metro Bus lines with frequency intervals of less than 15 minutes during peak times, and the Metro Purple Line (D Line) subway. The strategic location of this Project is to lessen vehicle miles travelled (VMT) to and from the site. Transportation impacts were concluded to be less than significant. See **Section 17, Transportation**, of the SCEA for further information.

Transportation Demand Management Strategies

Public Policy

Employer-based trip reduction regulations have come under fire for being an ineffective strategy for meeting regional air quality and mobility goals. This sentiment led to state legislation that prohibits public agencies from mandating the employer involvement in trip reduction programs and, at the federal level, the removal of the Employee Commute Options provision of the Clean Air Act. In response to these actions, the SCAQMD repealed Rule 1501 and enacted Rule 2202 by SCAQMD in December 1995 to set mobile source emission reduction targets for employers and provide several ways to comply including retaining employee transportation programs. Several Wilshire Community employers will continue their involvement in employee transportation, however many will either diminish their efforts or cease their involvement in trip reduction programs altogether thus making the attainment of a 1.5 area-wide Average Vehicle Ridership an unrealistic assumption to use in forecasting vehicle trips. The effect of the purported "failure" of Rule 1501 has dealt a severe blow to the constituency for ridesharing and makes proposing TDM measures a more difficult task. In fact, the State Legislature is considering legislation that would compel SCAQMD to repeal Rule 2202 and find ways to shift the burden for emission reduction from employers to individuals, a strategy that is not likely to be embraced by local policy makers.

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There is recognition, however, among local and regional planners of using TDM to solve local traffic and mobility problems. Numerous studies have found TDM to be highly cost effective in reducing trips if (1) there is a specific problem to be solved, (2) participants are motivated to solve the problem, and (3) there is support to affect change. Trip reductions of between 40 and 50 percent (as compared to existing trip making) have been achieved at individual sites when these conditions have existed. Provisions that call for the inclusion of transit-friendly site design elements and car and vanpool parking spaces, when placed on developers and property owners as a condition of development can help achieve reductions in trip generation. Making TDM requirements affecting property owners and developers part of city policy through Trip Reduction Ordinances (TRO), circulation elements, the Congestion Management Plan, specific plans, as Los Angeles has done in the Coastal Corridor and Warner Center, provide tools for cities to mitigate the effect of traffic generated by new developments. These development-based TROs will endure in the face of receding area-wide employer TROs.

Recent research studies, policy initiatives and investments in demonstration projects by federal and state agencies have begun exploring how pricing can be used to improve performance of the transportation system and reduce mobile source emissions. While it sounds like good economics, pricing projects have significant problems since most people feel that they have already paid for the right to use the transportation system through taxes. In the case of implementing pricing through parking fees, most employers and property owners are reluctant to eliminate free parking since it is considered a staple of leasing practices and employment. Pricing may become a more accepted tool for managing transportation resources as new techniques, such as debit cards, make its implementation convenient and as communities become more willing to accept pricing's shortcomings relative to the problems of other congestion management strategies, such as employer trip reduction mandates.

Other public policy issues to be considered in crafting a TDM program for Wilshire Community include:

- Recognition of the dynamics between land use and travel demand in local land use planning. Effective land use policies can help the area's economy by ensuring convenient access, high level of mobility, and positioning the city as safeguarding the environmental quality.
- Creating a tangible return on investments in public services and infrastructure for those asked to provide financial support.
- A reluctance of the SCAQMD to add regulatory burdens that affect the region's economy. This position will likely result in rules affecting trip making to shopping centers and other non-work activity centers that are less stringent than anticipated in the 1994 Air Quality Management Plan and scheduled for adoption in 1996.

Institutional Arrangements

There are many organizations involved in the planning and delivery of trip reduction programs including the Southern California Association of Governments (SCAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), Transportation Management Associations (TMA), and local cities. Key institutional issues affecting the planning for, and delivery of TDM actions in Wilshire Community include:

- SCAG has taken the lead in developing and delivering TDM programs. Caltrans has abandoned its involvement in providing financial and technical support for area-wide ridesharing services and transportation information.
- The Los Angeles County Metropolitan Transportation Authority (LACMTA) supports the development, funding, and delivery of TDM activities in Los Angeles County. It oversees the county's Congestion Management Program including the TDM element requiring each jurisdiction to have a TDM ordinance to reduce vehicle trips at work sites with a particular emphasis on managing trip making at sites being developed. The LACMTA distributes funds for TDM projects biennially on a competitive basis. A review of prior TDM projects is being conducted to determine their effectiveness in order to guide future investments.
- Local cities have begun to assume more responsibility for delivering TDM services often through Transportation Management Associations. Communities with TMAs will be better prepared to respond to specific local needs. SCAG will be looking to deliver its rideshare services through TMAs. The likelihood of forming a TMA in Wilshire Community is remote however.
- There is a growing practice of creating partnerships of business and government to reduce costs and improve effectiveness in solving community problems in which businesses hold a stake.

Financing

TDM funds are scarce. This trend will continue and will get worse if initiatives, such as SCAQMD's Rule 2202, are eliminated. Funding has suffered from the criticism leveled at mandatory trip reduction programs. TOM funds available from LACMrA have been reduced to support capital construction funding and may suffer even further to make up a shortfall in transit operating funds caused by changes in federal and state funding. LACMTA and the Mobile Source Review Committee (through the SCAQMD) direct TDM funds through competitive awards to specific investments, such as improving the environment for walking or operating a shuttle service. LACMTA's bi-annual call for projects is a major source of funds that should be considered in developing and demonstrating new transportation programs. Funds are often directed to

A. Applicable Mitigation Measures

development and initial operation. Local jurisdictions are expected to sustain services should they prove valuable.

Market Demands

The need to, and desire for, travel has mushroomed. Individual and household travel has increased substantially as demonstrated by the growth of vehicle trips and miles traveled. Most of this increase has occurred for non-work purposes. Discretionary trips for shopping, recreation, and school have also increased as household activities have expanded and diversified and as work schedules have become more varied. This trend has brought attention to the need for addressing the traffic, air quality and mobility consequences of non-work travel. Principles of demand management gained through work-based trip reduction programs offer the opportunity for TDM practitioners to apply their specialized knowledge of travel behavior dynamics to new markets. These trends are of particular importance to Wilshire Community since many of trips causing congestion are not for work purposes given the high density of tourist and recreational uses in the community.

Saving travel time is very important to short distance commuters since each minute represents a larger share of a trip compared to longer distance travelers. This is why workers that live close to their jobs find ridesharing (including riding the bus) very inconvenient. Conversely, each minute saved from taking advantage of a rideshare arrangement, such as access to a close parking space, may be very appealing enough to make non-solo travel attractive.

Technology

Information technology is being embraced as a means for removing the need to travel, opening up opportunities that improve productivity at work, and increasing lifestyle choices. In regard to TOM, the use of technology has been demonstrated in:

- the development of real time ridematching capabilities along with use of mapping
- use of computerized transportation information displays
- the growing incidence of work occurring away from an office including at home on a part-time basis, home-based businesses, and at telecenters
- in-vehicle navigation systems including vehicle tracking and dispatching systems
- availability of, and improvement in, traffic condition reports
- the use of communication technology as a substitute for trip making

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- residents use of electronic communication services

TDM programs need to consider how technology can improve operations, customer access and convenience. SCAQMD will be placing greater emphasis on improving air quality through technological means as compared to changing travel behavior as evidenced by the liberalization of employer compliance options under Rule 2202.

Implications of Transportation Facilities and Policies

- Recent changes in public policy on trip reduction programs may cause employers to reduce their involvement in employee transportation programs although the City of Los Angeles may continue to require employers to provide a subsidy of transit fares.
- City policy to reduce parking requirements as a trade for investments in TOM actions may have appeal for property owners seeking to gain entitlements for development projects that require the provision of parking.
- Designating streets as •Commuter Bikeways• will make bicycling more attractive for residents in Wilshire Community.

Recommendations

This section presents recommendations for Transportation Demand Management (TDM) measures to be considered in the update of the Community Plan for the Wilshire Community Planning Area. Recommendations are based on:

- Factors influencing travel demand including the area's employment, residential, travel, and demographic characteristics
- Wilshire Community's TDM related transportation services and facilities
- City of Los Angeles TDM policies and practices (e.g., requirement for TDM Plan for new developments, Transit Fare Subsidy Ordinance, TDM Ordinance, and bicycle parking requirements)
- Implementation of projects and improvements that have been endorsed and/or improved (e.g., Citywide Bicycle Plan)

Policy Context

Recommendations for TDM measures in Wilshire Community should be consistent with adopted City policy. The Los Angeles Citywide General Plan Framework Transportation Improvement and Mitigation Program

A. Applicable Mitigation Measures

(TIMP) contains four TDM recommendations as described in the following paragraphs. Measures marked with an asterisk (*) should be considered in Wilshire Community:

1. Continue progress in trip reduction through implementation of Clean Air Program (CAP) projects to meet or exceed the projected 2010 Market levels of Ridesharing and transit ridership
2. Support proactively the regional implementation of market incentives to achieve regional levels of trip reduction mandated by state and federal Clean Air Acts while protecting the economic future of the City and the region.
3. Encourage regional agencies to consider the following measures when developing regional TDM program for work trips:
 - implement parking cash out legislation
 - reduce on-site parking requirements in exchange for Park and Ride lots
 - develop and expand Transportation Management Organizations (TMO)
 - ❖ develop and implement public education on carpooling and ridesharing
 - ❖ expand employer based commute assistance programs
 - ❖ encourage businesses to implement telecommuting and alternative work schedules
 - ❖ require new developments to include bicycle facilities
 - complete Caltrans' HOV-on-freeways facilities
 - implement HOV facilities on arterials
 - ❖ implement shuttle bus programs to serve transit stations
 - implement parking pricing and enforcement strategies
 - implement market-based incentives
4. Encourage regional agencies to consider the following measures when developing regional TDM programs for non-work trips:
 - provide public education on TDM
 - develop and adopt appropriate land use measures
 - provide express bus service to major activity centers and shuttle services within centers enhance and expand local transit services
 - expand the bicycle system

A. Applicable Mitigation Measures

- develop residential based TMOs
- develop merchant incentives for customers with bus passes provide Park and Ride services to centers and special events

Recommended Specific Strategies

TDM strategies and measures recommended for the Wilshire Community Planning Area include:

Limit Vehicle Trip Generation for New Development

1. Require new commercial and industrial development projects to limit peak period vehicle trips to 85 percent of that forecasted for the project (i.e., as compared to trip generation rates used to determine project traffic impacts) or to achieve a 1.5 peak period Average Vehicle Ridership among employees.
2. Provide development related incentives, such as increased density and/or reduced on-site parking requirements, for projects that exceed minimum trip reduction performance. Properties conditioned with these requirements should be compelled to monitor performance and provide a contingency plan for addressing potential problems, such as spillover parking.

These programs can be enforced through monitoring programs developed in conjunction with the project developer and City staff. One method, currently in place in the City of Los Angeles at UCLA and Howard Hughes Center, relies on annual vehicle driveway counts. These two sites have established trips caps, which, by agreement with the developers cannot be exceeded. If the number of trips exceed the allowable cap, financial penalties can be imposed.

These recommendations are consistent with City policy established in Transportation Specific Plans, policies of the Community Redevelopment Agency.

Financial Incentives

3. Offer employers with 25 or more employees an incentive for participating in the Los Angeles Transit Subsidy ordinance (only firms with 100 or more employees are required to comply), such as reducing the fees for the City's Business Registration License. Alternatively, smaller employers could be required to participate thus increasing the number of employees receiving the subsidy.

Communications

4. Develop an Access Guide to the Wilshire Community identifying locations served by transit, pedestrian paths, and bicycling facilities. The Access Guide should indicate travel times by bus,

A. Applicable Mitigation Measures

walking, and bicycling to/from the proposed Downtown Wilshire Community Transportation Hub. The Access Guide should be made available at work sites and community facilities.

Telecommunications

5. Provide incentives (e.g., increased density, reduced development fees) for developers of new multifamily housing to provide capabilities for use of telecommunications equipment that makes it easier to work at home.

Facility Improvements

6. Provide bicycle storage devices at the proposed Downtown Wilshire Community Transportation Hub for nearby residents and commuters to use when accessing Metro transit services.
7. Designate car/vanpool waiting zones on or adjacent to arterials in employment areas that are out of traffic flows, well lighted, visible, and distinguished from bus stops.
8. Identify and develop a series of pedestrian paths and trails that are well lighted, visible, and well marked that make walking to activity centers, the proposed Downtown Wilshire Community Transportation Hub, convenient and safe.
9. Identify and install signs and pavement markings to guide bicycle riders along bicycle routes and lanes through Wilshire Community.

Parking Management

10. Require property owners of new commercial and industrial developments to uncouple leases on parking spaces from that of work space and allow tenants to lease only the parking that they want (versus requiring tenants to take a minimum parking allocation).

This can be enforced through the implementation of a mitigation monitoring type program. For example, the property owner and lessee can sign agreements which separate the office space from the use of parking facilities. In this case the cost of the office space would not include parking rights. The use of parking would be contracted for separately with the parking operator or with the landlord, depending on who operates the garage. This would then be submitted to the City as any other mitigation monitoring program is for annual review. Property owners failing to meet established thresholds or maximums would be subject to financial penalty.

Wilshire/Highland Project

TIMP

Transportation Demand Management (TDM) Strategies Mitigation Implementation

Applicability to the Project

As discussed in the foregoing section, these proposed mitigations are related to the implementation of Citywide policies, and TDM strategies, and not relevant to the Proposed Project.

The Proposed Project is taking advantage of City development related incentives, including increased density, and reduced on-site parking requirements.

The Proposed Project would include full connectivity to the current telecommunications network to facilitate the ability of residents to work from home, on-site bicycle storage facilities, designated areas for ridesharing waiting zones out of traffic flows, and well-lit pedestrian pathways.

Capital Improvements

Major and Secondary Highways in the Wilshire District should be improved to encourage traffic to use them rather than Local Streets through residential areas. Improvements should be phased according to need and be designed to minimize disruption to the residential and commercial areas which they serve. Low-cost, short-term improvements such as one-way streets, reversible lanes, computerized traffic signal systems, street parking restrictions, provision of adequate off-street parking, and closing of local street intersections with major arterials should be emphasized.

Highways, Collector Streets and Local Streets shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

To meet environmental objectives, the following special standards are established for the development of certain streets. These streets, which are among those which should be considered for alternate standards because of environmental considerations, are as follows:

A. Applicable Mitigation Measures

1. *Robertson Boulevard* - Minimum Secondary Highway standard with an 80-foot right-of-way and 60-foot roadway.
2. *Highland Avenue (Melrose Avenue to Wilshire Boulevard)* - Trees to be preserved with no improvements beyond the existing right-of-way.
3. *Wilshire Boulevard* - No widening in excess of existing roadway.
4. *Sixth Street* - Standards to be determined as part of the Specific Plan for Park Mile Area.
5. *Eighth Street* - Standards to be determined as part of the Specific Plan for Park Mile Area.
6. *Beverly Boulevard* - No widening of roadway west of Western Avenue.
7. *Fairfax Avenue* - Secondary Highway.
8. *Crescent Heights Boulevard* - No widening to increase capacity of Crescent Heights Boulevard north of San Vicente Boulevard for 20 years.
9. *Redondo Boulevard* - No widening in excess of existing roadway.
10. *Oxford Avenue* - Minimum Secondary Highway standard with an 80-foot right-of-way and 60-foot roadway.

Additional specific facility improvements include:

- *Off-set striping* - whereby there are more lanes in one direction than the other on one street with more lanes in the other direction in the other direction on the parallel street. Two north-south corridors were evaluated for application of this concept. They include Fairfax Avenue/Crescent Heights Boulevard and Vermont Avenue/Normandie Avenue. The travel demand forecasts indicated that there would be a greater benefit in overall congestion reduction from the implementation of one of them, the Vermont/Normandie couplet than the Fairfax/Crescent Heights one. Only this one was used in subsequent analyses.

The concept assumed that Vermont would be striped with four northbound lanes and 2 southbound lanes between 6111 Street and the Hollywood Freeway. Normandie Avenue would be striped with two northbound lanes and three southbound lanes between Wilshire Boulevard and the Hollywood Freeway.

- *Signalization Improvements* - The City of Los Angeles is in the process of designing the second phase of the ATSAC signal system. Phase II of this system is ATCS. This system takes the smart corridor technology to a higher level, whereby the traffic signals along an entire street or corridor are optimized to balance traffic demand by direction. The full

A. Applicable Mitigation Measures

implementation of ATSAC and ATCS will have significant benefits in the Wilshire CPA towards the reduction of congestion. Studies conducted by LADOT have shown increases in the capacities of roadways by approximately 7 percent upon integration of signal systems with ATSAC and an additional 3 percent with ATCS.

- One new street is recommended for construction in the Wilshire CPA. Stanley Avenue would be constructed as a collector street between Beverly Boulevard and 3rd Street in conjunction with planned development at the Farmer's Market.

Phased Improvements

Major Highways are intended primarily for use of commuter and through traffic, and shall receive staged improvements to accommodate this traffic on a basis of demonstrated need. The following improvement programs are considered appropriate to Western Avenue, Vermont Avenue, La Brea Avenue and La Cienega Boulevard:

Stage 1: Limit improvements essentially to existing right-of-way within roadway to increase lane widths. Eliminate on-street parking during peak hour periods and throughout the day as necessary, if adequate off-street parking facilities are provided. Utilize exclusive bus lanes, indented bus stops, pedestrian overpasses, and removal of selected signals as appropriate.

Stage 2: Widening of the right-of-way may occur to facilitate the addition of lanes. Alternatively, use adjacent parallel street(s) as two-way, one-way or reversible direction flows to accommodate excess traffic. Use grade-separated pedestrian circulation and local street signalization removal to alleviate traffic obstructions where compatible with land uses.

If and when Western and Oxford Avenues are improved as a one-way pair, then properties on the west side of Oxford should be given automatic back-to-back transitional parking rights.

Wilshire/Highland Project

TIMP

Capital Improvements Mitigation Implementation

Applicability to the Project

As discussed in the foregoing section, these proposed mitigations are related to the implementation of Capital Improvements throughout the CPA, and are not relevant to the Proposed Project.

Residential Neighborhood Protection Plan

In the Wilshire Community there is a predominance of local residential streets. As traffic volumes build up on the arterial street network, some drivers seek alternate routes on residential streets to avoid the arterial congestion. This is often referred to as "cut through" traffic. Areas with grid system patterns of streets are particularly susceptible to cut through traffic because the local streets are often parallel to major and secondary highways and provide convenient alternate routes. Neighborhood protection plans are frequently developed to reduce the impacts of traffic on local residential streets by either slowing the speed of the traffic or reducing the volume of cut through traffic by making it harder for such vehicles to reach the residential streets.

Identification of Problems

As noted in the Wilshire Community Plan, the Plan does not provide sufficient circulation facilities in both the north-south and east-west directions to meet the projected citywide transportation needs. Additional studies are required to determine and achieve a balance between circulation demands and facilities, taking into account the minimization of air pollution, noise and community disruption.

Travel demands through the District can be accommodated by one or a combination of the following transportation alternatives:

- Surface street improvements, including various types of traffic operational improvements
- Freeways
- Limited access expressways
- Public Transportation - Including both surface bus and fixed guideway systems
- No Improvements

A. Applicable Mitigation Measures

Further study of future transportation needs and possible alternative solutions is necessary. These studies should be conducted with participation from the local community, elected officials and City, County regional and State agencies.

Upon request from members of the community or the Council office, the City should hold neighborhood meetings to identify where traffic or parking intrusion is considered a problem. Such meetings are important not only to identify the locations of problems, but also to discuss the pros and cons of potential solutions to the problems.

Traffic Control Measures

The types of neighborhood traffic control devices that have been used to regulate, warn and guide traffic in residential areas include the following:

- Diverters
- Semi-diverters or partial street closures
- Chokers (narrowing of the roadway)
- Turn Restrictions
- Turn Channelization
- Stop signs
- Traffic circles
- Speed humps
- Special pavement
- On-street Parking
- Bikeway Striping
- Warning or Advisory signs

Installation of certain types of traffic control devices such as stop signs, require satisfaction of specific criteria to justify their installation. The City must study conditions within the neighborhood to determine if the installation on such traffic control devices is warranted.

Implementation of Neighborhood Protection Plans

The Department of Transportation has requested authorization to create a new unit to handle citizen complaints about neighborhood traffic intrusion and to work with the neighborhoods to develop neighborhood protection plans. In the meantime, such plans are developed by transportation planning staff in conjunction with District office engineers.

The implementation of successful neighborhood protection plans requires consultation with the residents of the neighborhood because they often result in modified travel patterns within a neighborhood. In order to discourage cut through traffic, the neighborhood streets must be made less attractive as alternate routes to the highway network. This typically means making them harder to get to and slower to drive on, changes which will also be experienced by the residents of the neighborhood. It is important that the residents reach consensus on the measures to be implemented in their neighborhood. Sometimes the measures are implemented on a temporary basis to test their effectiveness and gauge community reaction.

Wilshire/Highland Project

TIMP

Residential Neighborhood Protection Plan Mitigation Implementation

Applicability to the Project

As discussed in the foregoing section, these proposed mitigations are related to the implementation of Residential Neighborhood Protection Plan strategies throughout the CPA by the City of Los Angeles Department of Transportation (LADOT), and are not relevant to the Proposed Project.

The Wilshire/Highland Project proposes the vacation and merger Carling Way, a strip of public right-of-way (ROW) which bisects the Project site, through the requested vesting tentative tract map. A portion of the ROW to be merged and the two northerly parcels of the Project site would be redeveloped into a green belt and utilized as publicly accessible common open space. In addition, the Project proposes to close Citrus Avenue just south of Carling Way to all traffic. Analysis provided in **Appendix H** of the SCEA indicates that this scenario would not create any adverse conditions to the surrounding circulation system, and would benefit the residential neighborhood to the north of the Project site.