

IV. Mitigation Monitoring Program

1. Introduction

This Mitigation Monitoring Program (MMP) has been prepared pursuant to Public Resources Code Section 21081.6, which requires a Lead Agency to adopt a “reporting or monitoring program for changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the State CEQA Guidelines requires that a public agency adopt a program for monitoring or reporting mitigation measures and project revisions, which it has required to mitigate or avoid significant environmental effects. This MMP has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6 and Section 15097 of the State CEQA Guidelines.

The City of Los Angeles is the Lead Agency for the Project and therefore is responsible for administering and implementing the MMP. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation; however, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

An Environmental Impact Report (EIR) has been prepared to address the potential environmental impacts of the Project. The evaluation of the Project’s impacts in the EIR takes into consideration the project design features (PDF) and applies mitigation measures (MM) needed to avoid or reduce potentially significant environmental impacts. This MMP is designed to monitor implementation of the PDFs and MMs identified for the Project.

2. Organization

As shown on the following pages, each identified project design feature and mitigation measure for the Project is listed and categorized by environmental issue area, with accompanying identification of the following:

Enforcement Agency – the agency with the power to enforce the project design feature or mitigation measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation, and development are made.

Monitoring Phase – the phase of the Project during which the project design feature or mitigation measure shall be monitored.

Monitoring Frequency – the frequency at which the project design feature or mitigation measure shall be monitored.

Action(s) Indicating Compliance – the action(s) by which the enforcement or monitoring agency indicates that compliance with the identified project design feature or required mitigation measure has been implemented.

3. Administrative Procedures and Enforcement

This MMP shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each PDF and MM and shall be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.

During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the MMs and PDFs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

4. Program Modification

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in this MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find

substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDFs or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

5. Mitigation Monitoring Program

a) Air Quality

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

b) Cultural Resources

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

CUL-MM-1 During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor, who shall be responsible for coordinating with a certified archaeologist to implement and enforce the following:

a. The services of an archaeologist, qualified for historic resource evaluation, as defined in CEQA and Office of Historic Preservation (OHP) Guidelines, shall be secured to implement the archaeological monitoring program. The qualified archaeologist shall be listed, or be eligible for listing, in the Register of Professional Archaeologist (RPA). Recommendations may be obtained by contacting the South Central Coastal Information Center (657- 278-5395) located at California State University Fullerton.

b. In the event of a discovery, or when requested by the Project archaeologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially significant archaeological resources.

i. It shall be the responsibility of the Project archaeologist to: determine the scope and significance of the find; determine the appropriate documentation; ensure preservation, conservation, and/or relocation of the find; and determine when grading/excavation activities may resume in the area of the find.

ii. Determining the significance of the find shall be guided by California Public Resources Code Division 13, Chapter 1, Section 21083.2, subdivision (g) and (h). If the find is determined to be a “unique archaeological resource”, then the applicant, in conjunction with the recommendation of the Project archaeologist, shall comply with Section 21083.2, subdivisions (b) through (f).

iii. If at any time the Project Site, or a portion of the Project Site, is determined to be a “historical resource” as defined in California Code of Regulations Chapter 3, Article 1, Section 15064.5, subdivision (a), the Project archaeologist shall prepare and issue a mitigation plan in conformance with Section 15126.4, subdivision (b).

iv. If the Project archaeologist determines that continuation of the Project or Project-related activities will result in an adverse impact on a discovered historic resource, which cannot be mitigated, all further activities resulting in the impact shall immediately cease, and the Lead Agency shall be contacted for further evaluation and direction.

v. The applicant shall comply with the recommendations of the Project archaeologist with respect to the documentation, preservation, conservation, and/or relocation of the find.

vi. The Construction Monitor shall also prepare and submit documentation of the Applicant’s compliance with the Mitigation Measure CUL-MM-1 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant’s Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the Construction Monitor, or if the non-compliance is repeated. Such noncompliance shall be appropriately addressed by the Enforcement Agency.

c. Monitoring activities may cease when:

- i. Initial grading and all excavation activities have concluded; or
- ii. By written consent of the Project archaeologist, agreeing that no further monitoring is necessary. In this case, a signed and dated copy of such agreement shall be submitted to the Dept. of City Planning for retention in the administrative record for Case No. ENV-2016-3480-EIR.

d. At the conclusion of monitoring activities, and only if archaeological materials were encountered, the Project archaeologist shall prepare and submit a report of the findings to the South Central Coastal Information Center (SCCIC).

e. At the conclusion of monitoring activities, the Project archaeologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Department of City Planning, for retention in the administrative file for this case.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Every 30 days

Action Indicating Compliance: Submittal of compliance documentation prepared by certified archaeologist

CUL-MM-2 During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor, who shall be responsible for coordinating with a certified paleontologist to implement and enforce the following:

a. If any paleontological materials are encountered during the course of Project development, the Construction Monitor, in accordance with CUL-MM-2, shall coordinate with the services of a paleontologist, and all further development activity shall halt and the following shall be undertaken:

i. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology-USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.

ii. In the event of a discovery, or when requested by the Project paleontologist, the contractor shall divert, direct, or temporarily halt ground disturbing activities in an area in order to evaluate potentially

significant paleontologist resources. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

iii. The Construction Monitor shall also prepare and submit documentation of the Applicant's compliance with the Mitigation Measure CUL-MM-2 during construction every 30 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to report to the Enforcement Agency any non-compliance with the mitigation measure within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the Construction Monitor, or if the non-compliance is repeated. Such noncompliance shall be appropriately addressed by the Enforcement Agency.

iv. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

v. The Applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.

b. At the conclusion of monitoring activities, the Project paleontologist shall prepare a signed statement indicating the first and last dates monitoring activities took place, and submit it to the Department of City Planning, for retention in the administrative file for this case. Copies of the paleontological survey, study or report shall also be submitted to the Los Angeles County Natural History Museum.

c. Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Every 30 days

Action Indicating Compliance: Submittal of compliance documentation prepared by certified paleontologist

c) Geology and Soils

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

d) Greenhouse Gas Emissions

(1) Project Design Features

GHG-PDF-1¹ At least 20 percent of the total code-required parking spaces provided for all types of parking facilities shall be capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating capacity. Only raceways and related components are required to be installed at the time of construction. When the application of the 20-percent requirement results in a fractional space, round up to the next whole number. A label stating “EV CAPABLE” shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

At least 5 percent of the total code-required parking spaces shall be equipped with EV charging stations. Plans shall indicate the proposed type and location(s) of charging stations. Plan design shall be based on Level 2 or greater EVSE at its maximum operating capacity. When the application of the 5-percent requirement results in a fractional space, round up to the next whole number.

Enforcement Agency: City of Los Angeles Department of Building and Safety;
City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety;
City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction; construction

¹ GHG-PDF-1 has been revised reflect a City policy on the provision of electric vehicles. This change is noted in Section III. Revisions, Clarifications, and Corrections to the Draft EIR, of this Final EIR.

Monitoring Frequency: Once at Project plan check; once during field inspection

Action Indicating Compliance: Plan approval and issuance of applicable building permit; issuance of Certificate of Occupancy

GHG-PDF-2 The Project will utilize electric or solar-powered generators during construction, as feasible.

Enforcement Agency: City of Los Angeles Department of Building and Safety;
City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of Building and Safety;
City of Los Angeles Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Field inspection sign-offs

(2) **Mitigation Measures**

No mitigation measures are identified in the EIR for this environmental issue.

e) Hazard and Hazardous Materials

(1) **Project Design Features**

No project design features are identified in the EIR for this environmental issue.

(2) **Mitigation Measures**

No mitigation measures are identified in the EIR for this environmental issue.

f) Hydrology and Water Quality

(1) **Project Design Features**

No project design features are identified in the EIR for this environmental issue.

(2) **Mitigation Measures**

No mitigation measures are identified in the EIR for this environmental issue.

g) Land Use Planning

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

h) Noise

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

NOI-MM-1 Construction activities that produce vibration (i.e. excavation work or auger drilling foundations or shoring piles) shall be sequenced so that vibration sources within ten feet of the existing building at 2145-2159 Sacramento Street do not operate simultaneously.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

NOI-MM-2 Prior to the start of Project construction, the Applicant shall retain the services of a qualified structural engineer to conduct pre-construction surveys to document the conditions at the boundary of the Project Site (surveys conducted on the Project Site) adjacent to 2145-2159 Sacramento Street and document the apparent physical condition of the readily-visible features, including but not limited to the exterior building structure of the existing building at 2145-2159 Sacramento Street. The Applicant shall request access to the interior to observe interior walls and ceiling finishes. If access is denied, interior conditions would not be considered as existing physical conditions.

The Applicant shall retain the services of a qualified acoustical engineer to review the proposed construction equipment and develop and implement a vibration monitoring system capable of documenting the construction-related ground vibration levels at the existing building at 2145-2159 Sacramento Street during site demolition, excavation and pile installation, where heavy construction equipment (e.g., large bulldozer, excavator, drill rig) would be operating within

ten feet of 2145-2159 Sacramento Street. Vibration monitoring shall include the following:

- a. The vibration monitoring system shall measure and store the peak particle velocity (PPV) in inch/second to determine whether the groundborne vibration levels at the boundary of the Project Site adjacent to the existing building at 2145-2159 Sacramento Street reach 0.25 PPV inches/second.
- b. The vibration monitoring system shall include documentation, consisting of video and/or photographic documentation, of accessible and visible areas on the exterior of the existing building at 2145-2159 Sacramento Street.
- c. The vibration monitoring system shall survey for vertical and horizontal movement, as well as vibration thresholds.
- d. In the event the PPV reaches 0.20 PPV inch/second at the façade of the existing building at 2145-2159 Sacramento Street,
 - i. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques. Construction activities may then restart.
- e. In the event the PPV reaches 0.25 PPV inch/second at the façade of the existing building at 2145-2159 Sacramento Street,
 - i. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including, but not limited to, halting/staggering concurrent activities and utilizing lower vibratory techniques.
 - ii. The qualified professional shall visually inspect the adjacent façade of the existing building at 2145-2159 Sacramento Street for any damage. The results of the inspection must be logged. Vibration measurement shall be made with the new construction method to verify that the vibration level is below the warning level of 0.20 PPV. Construction activities may then restart.
 - iii. In the event damage occurs due to construction vibration, such damage shall be repaired.
- f. The vibration monitoring system shall be submitted to the Department of Building and Safety and received into the case file for the associated discretionary action permitting the Project prior to initiating any construction activities.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Periodically during construction

Action Indicating Compliance: Field inspection sign-off

i) Population and Housing

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

j) Public Services

(1) Project Design Features

PUB-PDF-1 Prior to the start of construction, temporary fencing will be placed along the periphery of the active construction areas to keep unpermitted persons from entering the construction area and to screen construction activities from view. The perimeter fence will have gates installed to facilitate the ingress and egress of equipment and construction workers. Where applicable, the construction fence would incorporate a pedestrian walkway with temporary lighting. Should sections of the construction fence have to be removed to facilitate work in progress, barriers and or K – rails would be installed to prevent public entry and theft.

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Construction

Monitoring Frequency: Once during construction

Action Indicating Compliance: Field inspection sign-off

PUB-PDF-2 The Project will provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. These measures include, but are not limited to, the following:

The Project will provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. These measures include, but are not limited to, the following:

- Perimeter lighting to supplement the street lighting and to provide increased visibility and security
- On-site security personnel, commensurate to similar/comparable residential and retail projects of its size, as needed
- Installation of parking garage access control
- Installation of residential units access control

Enforcement Agency: City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation

Monitoring Frequency: Once prior to the issuance of Certificate of Occupancy

Action Indicating Compliance: Submittal of compliance documentation and subsequent issuance of Certificate of Occupancy

PUB-PDF-3 Prior to the issuance of a certificate of occupancy, the Newton Division commanding officer will be provided with a diagram of each portion of the property. The diagram will include access routes and any additional information that might facilitate police response.

Enforcement Agency: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

Monitoring Agency: City of Los Angeles Police Department, City of Los Angeles Department of Building and Safety

Monitoring Phase: Pre-operation

Monitoring Frequency: Once prior to the issuance of Certificate of Occupancy

Action Indicating Compliance: Submittal of compliance documentation and subsequent issuance of Certificate of Occupancy

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

k) Transportation

(1) Project Design Features

TRANS-PDF-1 **Construction Management Plan**

The Project Applicant would prepare and submit a Construction Management Plan, including street closure information, detour plans, truck routes, and staging plans, to LADOT for review and approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan would be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and would include, but not be limited to, the following measures:

- Prohibition of construction worker, equipment or construction-related vehicle parking on adjacent streets.
- Prohibition of construction equipment or material deliveries within the public right-of-way unless specified in the Construction Management Plan.
- Provisions for temporary traffic control during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways (e.g., flag person).
- Provisions of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate.
- Provisions to accommodate the equipment storage and truck staging on-site whenever possible to avoid surrounding streets.
- Scheduling of construction-related deliveries, haul trips, etc., during off-peak hours to the extent feasible.
- Coordinate truck activity and deliveries to ensure trucks do not wait to unload or load at the Project Site and impact roadway traffic, and if needed, utilize an organized onsite staging area.
- Obtaining all required approvals for truck haul routes from the City prior to issuance of any permit for the Project.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-PDF-2 Pedestrian Facilities - Construction

- The Project Applicant would maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the Project Applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- The Project Applicant would provide temporary pedestrian facilities adjacent to the project site and would provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- The Project Applicant would provide covered walkways where pedestrians are exposed to potential injury from falling objects.
- The Project Applicant would keep sidewalks open during construction until only when it is absolutely required to close or block sidewalk for reasonable construction staging or safety. Where such closures are necessary, the Project's Construction Management Plan will identify the location of any sidewalk and identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of the closure. Sidewalk would be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

(2) Mitigation Measures

TRANS-MM-1 Transportation Demand Management (TDM) Plan

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, the Project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program.

A preliminary TDM plan shall be prepared and provided for LADOT review prior to the issuance of the first building permit for the Project and a final TDM plan approved by LADOT is required prior to the issuance of the first certificate of occupancy for the Project. The TDM plan should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an onsite transportation coordinator;
- Provide a bulletin board, display case, or kiosk with information on transportation options that includes, but is not limited to:
 - Current routes and schedules for public transit;
 - Telephone numbers for information on transportation that includes regional ridesharing and local transit operations;
 - Promotional material on ridesharing from commuter-oriented organizations;
 - Regional and local bicycle route and facility information; and
 - A listing of on-site services or facilities which are available for carpools, vanpools, bicyclists and transit riders.
- Design the Project to ensure a bicycle, transit, and pedestrian friendly environment;
- Administrative support for the formation of carpools/vanpools;
- Designated parking areas for employee carpools and vanpools with the identification, location, design, and application as described in the study;
- One permanent carpool/vanpool for the first 50,000 to 100,000 square-feet of gross floor area and an additional carpool/vanpool space for development over 100,000 square-feet;
- Flexible/alternative work schedules and telecommuting programs;
- A provision requiring compliance with the State Parking Cash-out Law in all leases;
- Coordinate with LADOT to determine if the Project location is eligible for a future Integrated Mobility Hub (which can include space for a bike share kiosk, and/or parking spaces on-site for car-share vehicles);
- Unbundled parking from housing costs;
- Guaranteed ride home program;

- Transit routing and schedule information;
- Provide rideshare matching services;
- Implement a transit pass discount program for Project users;
- Establish bike and walk to work promotions;
- Provide bicycle parking in conformance with Section 12.21 A.16 of the LAMC with safe and convenient access to bicycle facilities;
- Where applicable, consult with local bus service for possible improvements;
- Preferential rideshare and bike share loading/unloading or parking location;
- Participate in an Arts District Transportation Management Organization (TMO), if and when a TMO is formed;
- Make a one-time financial contribution of \$50,000 to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project; and
- Contribute a one-time fixed fee contribution of \$50,000 to be deposited into the City's Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the Project.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction; construction

Monitoring Frequency: Once at Project plan check prior to issuance of grading or building permit; once during field inspection

Action Indicating Compliance: Plan approval and issuance of grading permit; field inspection sign-off

TRANS-MM-2 Project Shuttle Service

To enhance the TDM measures mentioned previously and in addition to the signal system upgrades, the Project shall provide a shuttle service between the Project site and either the Metro Gold Line Little Tokyo/Arts District Station (to be replaced in the future by the 1st Street/Central Avenue Station) or Union Station. The shuttle shall be free to users from the Project and the surrounding community. The shuttle service shall be provided via a 30 passenger bus (similar to LADOT DASH bus) privately owned and operated independent of existing bus service.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Operation

Monitoring Frequency: Once during field inspection

Action Indicating Compliance: Provision of shuttle service

TRANS-MM-3 Transportation Systems Management (TSM) Improvements

Install new CCTVs at the following intersections:

- 7th Street and Santa Fe Avenue
- Olympic Boulevard and Santa Fe Avenue
- Mission Road and Whittier Boulevard
- 4th Street and Soto Street
- 7th Street and Soto Street

Should the Project be approved, then a final determination on how to implement these CCTV installations would be made by LADOT prior to the issuance of the first building permit. These installations would be implemented either by the applicant through the B-Permit process of the Bureau of Engineering (BOE), or through payment of a one-time fixed fee to LADOT to fund the cost of the upgrades. If LADOT selects the payment option, then the applicant would be required to pay LADOT, and LADOT shall design and construct the upgrades. If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.

Enforcement Agency: City of Los Angeles Department of Transportation

Monitoring Agency: City of Los Angeles Department of Transportation

Monitoring Phase: Pre-construction

Monitoring Frequency: Once at Project plan check prior to issuance of building permit

Action Indicating Compliance: Plan approval and issuance of building permit

I) Tribal Cultural Resources

(1) Project Design Features

TRIBAL-PDF-1 Retain a Qualified Archaeologist

In the event of an inadvertent discovery, the Project applicant shall retain a qualified archaeologist (Project archaeologist), defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology, during the demolition and excavation phase to carry out the Condition of Approval of the Inadvertent Discovery of Tribal Cultural Resources.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Construction

Monitoring Frequency: To be determined by consultation with archaeologist

Action Indicating Compliance: Submittal of compliance documentation prepared by certified archaeologist

TRIBAL-PDF-2 Worker Environmental Awareness Program (WEAP)

Before demolition, excavation or any other ground-disturbing activities, at the project kickoff, the selected Project archaeologist or their designee will provide a WEAP training to construction crews that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should unanticipated tribal cultural resources discoveries be made during construction. In addition, workers will be shown examples of the types of resources that would require notification of the Project archaeologist.

Enforcement Agency: City of Los Angeles Department of City Planning

Monitoring Agency: City of Los Angeles Department of City Planning

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, prior to construction

Action Indicating Compliance: Submittal of compliance documentation prepared by certified archaeologist

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

m) Utilities and Service Systems

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.

n) Energy Conservation

(1) Project Design Features

No project design features are identified in the EIR for this environmental issue.

(2) Mitigation Measures

No mitigation measures are identified in the EIR for this environmental issue.