

# **Santa Monica and Barrington Mixed-Use Project**

**City of Los Angeles Planning Department  
EIR No. ENV-2015-2957-EIR**

Draft Environmental Impact Report

Final Environmental Impact Report

Errata

[https://planning.lacity.org/eir/SantaMonica\\_Barrington/CoverPg.html](https://planning.lacity.org/eir/SantaMonica_Barrington/CoverPg.html)

# CHAPTER IV

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## 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 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 takes into consideration project design features (PDF) and identifies mitigation measures (MM) 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 required project design feature and mitigation measure for the Project is listed and categorized by impact area, with an accompanying identification of the following:

- **Monitoring Phase:** The phase of the proposed Project during which the project design feature or mitigation measure shall be monitored;
- **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 Frequency:** The frequency at which the project design feature or mitigation measure shall be monitored; and
- **Action Indicating Compliance:** The action of which the Enforcement or Monitoring Agency indicates that compliance with the required project design feature or 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 project design feature and mitigation measure and shall be obligated to provide verification, as identified below, to the appropriate monitoring and enforcement agencies that each project design feature and mitigation measure has been implemented. The Applicant shall maintain records demonstrating compliance with each project design feature and mitigation measure listed below. 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 City of Los Angeles Department of City Planning, who shall be responsible for monitoring implementation of project design features and mitigation measures 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 project design features and mitigation measures 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 mitigation measures and project design features 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 project design features and mitigation measures contained in this MMP. The enforcing departments or agencies may determine substantial conformance with project design features and mitigation measures in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a project design feature or mitigation measure 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 project design features or mitigation measures. Any addendum or subsequent CEQA clearance shall explain why the project design feature or mitigation measure is no longer needed, not feasible, or the other basis for modifying or deleting the project design feature or mitigation measure, and that the modification or deletion will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a project design feature or mitigation measure 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 project design features or mitigation measures results in a substantial change to the Project or the non-environmental conditions of approval.

## **5. Mitigation Monitoring Program**

### **a) Air Quality**

#### *Mitigation Measures*

**MM-AIR-1** Construction documents shall require that all off-road construction equipment greater than 50 horsepower (hp) shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions at the project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier

specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**Monitoring Phase:** Construction  
**Enforcement Agency:** Department of Building and Safety and Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

**MM-AIR-2** Construction documents shall require the use of 2010 model year or newer diesel haul trucks (e.g., material delivery trucks and soil import/export). However, if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained, the Lead Agency shall require the use of trucks that meet U.S. EPA 2007 model year emissions requirements.

**Monitoring Phase:** Pre-Construction; Construction  
**Enforcement Agency:** Department of Building and Safety and Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and Department of City Planning  
**Monitoring Frequency:** Once at Project Plan Check; Field Inspection(s) During Construction  
**Action Indicating Compliance:** Plan Approval; Field Inspection Sign-Off

**b) Noise**

*Mitigation Measures*

**MM-NOI-1** Two weeks prior to commencement of any construction activity (including grading and any site preparation), notification shall be provided to the off-site sensitive receptors, such as residential, religious institutions, and school uses within 500 feet of the Project site that discloses the construction schedule, including the types of activities and equipment that would be used throughout the duration of the construction period.

**Monitoring Phase:** Pre-Construction  
**Enforcement Agency:** Department of City Planning  
**Monitoring Agency:** Department of City Planning  
**Monitoring Frequency:** Once, prior to Construction  
**Action Indicating Compliance:** Issuance of Applicable Building Permit

**MM-NOI-2** All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.

**Monitoring Phase:** Construction  
**Enforcement Agency:** Department of Building and Safety and  
 Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and  
 Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

**MM-NOI-3** All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent noise-sensitive land uses towards the northwest portion of the project site near Santa Monica Boulevard.

**Monitoring Phase:** Construction  
**Enforcement Agency:** Department of Building and Safety and  
 Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and  
 Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

**MM-NOI-4** Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided.

**Monitoring Phase:** Construction  
**Enforcement Agency:** Department of Building and Safety and  
 Department of City Planning

**Monitoring Agency:** Department of Building and Safety and  
Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

**MM-NOI-5** Temporary sound barriers shall be installed as specified:

- At the Project’s eastern and southern boundaries facing Barry Avenue and Ohio Avenue, respectively, temporary sound barriers capable of achieving a sound attenuation of at least 12 dBA (e.g., sound walls constructed of 1” plywood or other materials with a transmission loss value of 22 dBA or greater) shall be erected to obstruct line-of-sight noise travel from the Project site to Barry Avenue Residences and Idaho Avenue Residences.
- At all other Project boundaries, temporary sound barriers capable of achieving a sound attenuation of at least 5 dBA shall be erected.

**Monitoring Phase:** Pre-Construction, Construction  
**Enforcement Agency:** Department of Building and Safety and  
Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and  
Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

**MM-NOI-6** Haul trucks for exporting demolished and cut materials from the site shall avoid traveling or queuing on Barry Avenue and Idaho Avenue.

**Monitoring Phase:** Construction  
**Enforcement Agency:** Department of Building and Safety and  
Department of City Planning  
**Monitoring Agency:** Department of Building and Safety and  
Department of City Planning  
**Monitoring Frequency:** Field Inspection(s) During Construction  
**Action Indicating Compliance:** Field Inspection Sign-Off

## c) Transportation

### *Project Design Features*

**PDF-TRA-1:** Prior to the start of any construction work, a detailed Construction Management Plan shall be submitted to the City's Department of Transportation (LADOT) Western District Office for review and approval. The Construction Management Plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. Construction related traffic shall be restricted to off-peak hours. The Construction Management Plan shall formalize how construction shall be carried out and identify specific actions that will be required to reduce potential traffic effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific project construction activities along with other related project construction activities in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate:

- Prohibition of construction worker or equipment parking on adjacent streets;
- Prohibition of construction equipment or material deliveries within the public right-of-way;
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to public right-of-way to improve traffic flow on public roadways and ensure safety (e.g., flag person);
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets;
- 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. If the Project Site cannot accommodate peak truck staging demands, temporary overflow staging areas may be provided on Ida Street on the south end of the Project site; and
- Scheduling of construction-related deliveries, haul trips, etc., outside the commuter peak hours to the extent feasible

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Enforcement Agency:</b>	Department of Transportation
<b>Monitoring Agency:</b>	Department of Transportation
<b>Monitoring Frequency:</b>	Field Inspection(s) During Construction
<b>Action Indicating Compliance:</b>	Completion of Construction Management Plan

*Mitigation Measures*

**MM-TRA-1** Pedestrian Safety

The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the 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.

Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

The Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. The sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Enforcement Agency:</b>	Department of Building and Safety
<b>Monitoring Agency:</b>	Department of Building and Safety
<b>Monitoring Frequency:</b>	Field Inspection(s) During Construction
<b>Action Indicating Compliance:</b>	Field Inspection Sign-Off

**MM-TRA-2** At the discretion and direction of the Los Angeles Department of Transportation, the Applicant shall provide funding for the purchase of equipment and implementation for the following signal street improvements:

- a) Monitoring traffic camera installation at:
  - Barrington Avenue and Santa Monica Boulevard
  - Bundy Drive and Santa Monica Boulevard
  - Centinela Avenue and Santa Monica Boulevard
  - Santa Monica Boulevard and Sawtelle Boulevard
- b) Signal system loop upgrades at Barrington Avenue and Ohio Avenue for all approaches
- c) ATISAC communication hub upgrade equipment
- d) Left-turn phasing improvements at two intersections: Barrington Avenue and Wilshire Boulevard and Ohio Avenue & Sepulveda Boulevard.

<b>Monitoring Phase:</b>	Pre-Construction, Construction
<b>Enforcement Agency:</b>	Department of Transportation
<b>Monitoring Agency:</b>	Department of Transportation
<b>Monitoring Frequency:</b>	Field Inspection(s) During Construction
<b>Action Indicating Compliance:</b>	Issuance of Building Permit and Field Inspection Sign-Off

**MM-TRA-3** Per the Los Angeles Department of Transportation’s (LADOT) recommendation, the Applicant shall provide the City with a guarantee agreement that would insure the implementation of the improvements should they be deemed warranted by LADOT. The guaranteed agreement shall carry a term of five (5) years, beginning with the issuance of the project’s certificate of occupancy which shall be temporary until completion of the agreement term. The funding amount to be guaranteed through this agreement shall be \$150,000. During the term of the agreement, if LADOT determines that signalization is warranted the applicant shall bear full responsibility for implementing the improvement.

If, at the end of the term, LADOT determines that signalization is not warranted, the agreement shall be terminated.

**Monitoring Phase:** Pre-Construction  
**Enforcement Agency:** Department of Transportation  
**Monitoring Agency:** Department of Transportation  
**Monitoring Frequency:** Once, Prior to Issuance of Building Permit  
**Action Indicating Compliance:** Issuance of Building Permit

**MM-TRA-4** The Applicant shall be responsible for providing a Neighborhood Traffic Management Plan (NTMP) consisting of the following elements at minimum:

1. Description of existing facilities and neighborhood traffic conditions.
2. Description of proposed neighborhood traffic controls, including sketches of specific street modifications.
3. Analysis of any change in existing or future traffic patterns as a result of implementation of the plan.
4. Implementation and monitoring.

The NTMP will be conducted in collaboration with the Los Angeles Department of Transportation, Council District 11, and neighborhood representatives. The preparation and implementation of the plan is considered the Projects mitigation measure to mitigate the impacts of the project on the residential street system. The specific effects of the NTMP cannot be determined now as they will require community input to evaluate the best options for their community.

**Monitoring Phase:** Pre-Construction  
**Enforcement Agency:** Department of Transportation  
**Monitoring Agency:** Department of Transportation  
**Monitoring Frequency:** Once, Prior to Issuance of Building Permit  
**Action Indicating Compliance:** Issuance of Building Permit

**MM-TRA-5** The applicant shall provide a Transportation Demand Management (TDM) Plan including a variety of measures to reduce single occupant vehicle trips by increasing walking, bicycling, carpool, and transit trips. A detailed description of the plan shall be submitted to LADOT for review and approval prior to the issuance of any certificate of occupancy. The TDM plan should include, but is not limited to, the following strategies (to the extent applicable):

1. Improve bus stops at the Santa Monica Boulevard and Barrington Avenue intersection.
2. Provide an on-site TDM manager to assist in matching rideshare partners, determining transit routes, and promoting TDM program.
3. Provide access pass and transit pass reductions for residents and supermarket employees.
4. Provide visible on-site kiosk(s) with options for ridesharing, bus routes, and bike routes, located in a prominent area readily visible to residents and supermarket employees.
5. Provide bicycle spaces to encourage cycling as an alternative to single occupant vehicles.
6. Participate in a bicycle sharing service.

<b>Monitoring Phase:</b>	Pre-Construction
<b>Enforcement Agency:</b>	Department of Transportation
<b>Monitoring Agency:</b>	Department of Transportation
<b>Monitoring Frequency:</b>	Once, Prior to Issuance of Certificate of Occupancy
<b>Action Indicating Compliance:</b>	Issuance of Certificate of Occupancy