

Attachment B

SWAPE Proposed Mitigation Measure	Response
CAPCOA's Quantifying Greenhouse Gas Mitigation Measures	
Measures – Energy	
Building Energy Use	
BE-1 Exceed Title 24 Envelope Energy Efficiency Standards by X%	As part of the regulatory compliance and consistency with the Final EIR, the Project would adhere to the California Building Code (CBC) and Los Angeles Municipal Code (LAMC). The Final EIR references California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6) and ClimateLA as regulatory guidance for the WC2035 Plan, which would therefore apply to the Project.
BE-2 Install Programmable Thermostat Timers	This would be regulated in the CBC and LAMC.
BE-3 Obtain Third-party HVAC Commissioning and Verification of Energy Savings (to be grouped with BE-1)	This would be regulated in the California Green Building Standards (CALGreen) Code.
BE-4 Install Energy Efficient Appliances	This would be regulated in the CBC and LAMC.
BE-5 Install Energy Efficient Boilers	This would be regulated in the CBC and LAMC.
Lighting	
LE-1 Install Higher Efficacy Public Street and Area Lighting	This would be regulated in the CBC and LAMC.
LE-2 Limit Outdoor Lighting Requirements	This would be regulated in the CBC and LAMC.
LE-3 Replace Traffic Lights with LED Traffic Lights	This would be regulated in the CBC and LAMC.
Alternative Energy Generation	
AE-1 Establish Onsite Renewable or Carbon-Neutral Energy Systems – Generic	The Project does not require onsite energy generation but would use electricity provided by LADWP, which is required to meet the State of California Renewables Portfolio Standards. (Tiered IS/MND, p. B-108) See also AE-2.
AE-2 Establish Onsite Renewable Energy System – Solar Power	The Project design includes building rooftop areas without landscaping, pool, deck, garden or other improvements that will be constructed as solar-ready for the future installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems consistent with applicable State of California Title 24 regulatory requirements. (Tiered IS/MND, pp. B-171, B-125)
AE-3 Establish Onsite Renewable Energy System – Wind Power	Not Applicable

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AE-4 Utilize a Combined Heat and Power System	Not Applicable
AE-5 Establish Methane Recovery in Landfills	Not Applicable
AE-6 Establish Methane Recovery in Wastewater Treatment Plants	Not Applicable
Measures – Transportation	
Land Use/Location	
LUT-1 Increase Density	The Project would implement this strategy by increasing the floor-to-area ratio (FAR) from the existing FAR of approximately 0.32:1 to approximately 2.52:1. (Tiered IS/MND, pp. B-171, B-177)
LUT-2 Increase Location Efficiency	The Project would implement this strategy by creating a mixed-use infill development comprising complementary uses that offer employment and other community-serving opportunities. The Project supports the development of complete communities by co-locating complementary residential, retail, office, and hotel land uses within a quarter-mile of existing off-site commercial and office uses, residential uses, and institutional uses (Kaiser Permanente Woodland Hills Medical Center and the Woodland Hills Academy Middle School), and being located in a walkable area served by frequent and comprehensive transit less than one mile from the Project Site. (Tiered IS/MND, p. B-117)
LUT-3 Increase Diversity of Urban and Suburban Developments (Mixed Use)	The Project would implement this strategy by replacing the existing commercial structures with a mixed-use development that includes residential (work-live, studio, 1-bedroom, 2-bedroom, and 3-bedroom units) restaurant, retail, office, hotel, and public and private open space uses. (Tiered IS/MND, pp. A-1, A-12 through 15)
LUT-4 Increase Destination Accessibility	The Project would implement this strategy by locating its mix of uses in an urban infill location in proximity to off-site residential and other job centers in the City where people can live and work and have access to convenient modes of transportation. The Project would be located within the Warner Center Corporate Park, which itself has many commercial tenants including the U.S. Bankruptcy Court and a range of commercial and business establishments, including, for example, Adler Realty Investments, Inc., Allstate Insurance, Revolution Media, Woodland Hills Athletic Club and the Girls Scouts of Greater Los Angeles, and the California Highway Patrol. (Tiered IS/MND, pp. A-5, B-110)
LUT-5 Increase Transit Accessibility	MM-AQ-4 Rideshare and transit incentives would be provided to construction personnel. The Project is located in a walkable area served by frequent and comprehensive transit including Metro Shuttle Line 601 with direct connection to and from the Metro Orange Line Canoga Station, Metro Line 244, Santa Clarita Transit Commuter

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	Express Line 796, and Ventura County Transportation Commission Highway 101/Conejo Connection and Antelope Valley Transit Authority Line 787. (Tiered IS/MND, p. B-83)
LUT-6 Integrate Affordable and Below Market Rate Housing	<p>The Project is generally consistent with this strategy by providing quality, well-designed multi-family units with a range of unit types from studio to three-bedroom floor plans and includes apartment, condominium and Work-Live Units as part of the multi-phase, mixed-use development. This variety of housing types would ensure that the housing is accessible to a wider segment of the community. The Project's proximity to numerous public transportation options would further ensure that the proposed housing is accessible to a broad segment of the population. In addition, the location of housing within a mixed-use development would reduce the need for vehicle trips because services and amenities would be located adjacent to and within walking distance of the Project's non-residential uses. (Tiered IS/MND, p. B-170)</p> <p>In addition, pursuant to Condition 31 in the DIR Determination (which the Applicant volunteered), 10 percent of units in the Project's multi-family apartment buildings (Phases 1, 2 and 6) will be reserved for workforce housing for a period of 55 years.</p>
LUT-7 Orient Project Toward Non-Auto Corridor	The Project would implement this strategy by locating in a walkable area served by frequent and comprehensive transit including Metro Shuttle Line 601 with direct connection to and from the Metro Orange Line Canoga Station, Metro Line 244, Santa Clarita Transit Commuter Express Line 796, and Ventura County Transportation Commission Highway 101/Conejo Connection and Antelope Valley Transit Authority Line 787. In addition, Class II Bicycle Lanes are located adjacent to the Project Site on De Soto Avenue, and 10- to 12-foot-wide sidewalks are provided along all Project Site frontages. (Tiered IS/MND, pp. B-83, B-253)
LUT-8 Locate Project near Bike Path/Bike Lane	See LUT-7
Neighborhood/Site Enhancements	
SDT-1 Provide Pedestrian Network Improvements, such as: Compact, mixed-use communities Interconnected street network Narrower roadways and shorter block lengths Sidewalks Accessibility to transit and transit shelters Traffic calming measures and street trees Parks and public spaces	The Project would implement this strategy by facilitating pedestrian and bicycle movement through the Project Site. The Project would also include improved and landscaped Publicly Accessible Open Space areas throughout the Project Site, connecting the Project to the adjoining public streets, connecting buildings on the Project Site together, and creating a pleasant pedestrian experience for occupants, users and visitors of the Project. The Project includes three Pedestrian Adapted Pathways, although only one is required under Section 6.2.5.3.1(b) of the WC2035 Plan. The Pedestrian Adapted Pathways function as portions of the required Publicly Accessible Open Space. It would also connect to the surrounding commercial and recreational areas. (Tiered IS/MND, p. B-116)

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Minimize pedestrian barriers	
SDT-2 Provide Traffic Calming Measures, such as: Marked crosswalks Count-down signal timers Curb extensions Speed tables Raised crosswalks Raised intersections Median islands Tight corner radii Roundabouts or mini-circles On-street parking Planter strips with trees Chicanes/chokers	MM-AQ-5 through MM-AQ-9 would ensure that construction activities would not interfere with traffic and travel on nearby roadways. The WC2035 Plan FEIR includes transportation demand management (TDM) as a mitigation measure. Therefore, the Project would implement a TDM program in compliance with the WC2035 Plan.
SDT-3 Implement a Neighborhood Electric Vehicle (NEV) Network.	NEVs are classified in the California Vehicle Code as a “low speed vehicle”. They are electric powered and must conform to applicable federal automobile safety standards. NEV routes will be implemented throughout the project and will double as bicycle routes. (CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010, p. 194) The Project would support this strategy by facilitating pedestrian and bicycle movement through the Project Site. The Project would include the installation of the conduit and panel capacity to accommodate electric vehicle charging stations based on LAMC and CALGreen Code requirements. (Tiered IS/MND, p. B-110)
SDT-4 Create Urban Non-Motorized Zones	See SDT-1.
SDT-5 Incorporate Bike Lane Street Design (on-site)	See SDT-1.
SDT-6 Provide Bike Parking in Non-Residential Projects	The Project would implement this strategy by including bicycle parking spaces (pursuant to LAMC Section 12.21.A.16(a), the Project will include 870 long-term bicycle parking spaces and 264 short-term bicycle parking spaces, for a total of 1,134 bicycle spaces). (Tiered IS/MND, p. B-120)
SDT-7 Provide Bike Parking with Multi-Unit Residential Projects	See SDT-6.
SDT-8 Provide Electric Vehicle Parking	See SDT-3.
SDT-9 Dedicate Land for Bike Trails	See SDT-1.

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Parking Policy/Pricing	
PDT-1 Limit Parking Supply through: Elimination (or reduction) of minimum parking requirements Creation of maximum parking requirements Provision of shared parking	Not Applicable.
PDT-2 Unbundle Parking Costs from Property Cost	Not Applicable.
PDT-3 Implement Market Price Public Parking (On-Street)	Not Applicable.
PDT-4 Require Residential Area Parking Permits	The Project would implement this strategy by providing on-site secured garage parking for residents. (Tiered IS/MND, p. A-1)
Commute Trip Reduction Programs	
TRT-1 Implement Commute Trip Reduction (CTR) Program – Voluntary Carpooling encouragement Ride-matching assistance Preferential carpool parking Flexible work schedules for carpools Half time transportation coordinator Vanpool assistance Bicycle end-trip facilities (parking, showers and lockers) New employee orientation of trip reduction and alternative mode options Event promotions and publications Flexible work schedule for employees Transit subsidies Parking cash-out or priced parking Shuttles Emergency ride home	The Project would implement this strategy through a Transportation Demand Management (TDM) program pursuant to Section 7.8 of the WC2035 Plan. Implementation of the TDM program would reduce car trips and was incorporated into the modeled trip generation for the WC2035 Plan area. (Tiered IS/MND, p. B-119)
TRT-2 Implement Commute Trip Reduction (CTR) Program – Required Implementation/Monitoring Established performance standards (e.g. trip reduction requirements) Required implementation Regular monitoring and reporting	See TRT-1.

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<p>TRT-3 Provide Ride-Sharing Programs</p> <p>Designate a certain percentage of parking spaces for ride sharing vehicles</p> <p>Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles</p> <p>Providing a web site or messaging board for coordinating rides</p> <p>Permanent transportation management association membership and funding requirement.</p>	See TRT-1.
<p>TRT-4 Implement Subsidized or Discounted Transit Program</p>	See TRT-1.
<p>TRT-5 Provide End of Trip Facilities, including:</p> <p>Showers</p> <p>Secure bicycle lockers</p> <p>Changing spaces</p>	See TRT-1.
<p>TRT-6 Encourage Telecommuting and Alternative Work Schedules, such as:</p> <p>Staggered starting times</p> <p>Flexible schedules</p> <p>Compressed work weeks</p>	<p>The Project's residential, office, and hotel uses would provide occupants with appropriate connectivity within offices, dwelling units, and hotel rooms (e.g., wall-mounted telephone and internet connectivity ports and/or wireless internet connectivity) that would provide office employers and workers, residents, and hotel guests with the option to obtain communication services that would allow for telecommuting from within Project offices, dwelling units, and hotel rooms. (Tiered IS/MND, p. B-120)</p>
<p>TRT-7 Implement Commute Trip Reduction Marketing, such as:</p> <p>New employee orientation of trip reduction and alternative mode options</p> <p>Event promotions</p> <p>Publications</p>	See TRT-1.
<p>TRT-8 Implement Preferential Parking Permit Program</p>	See TRT-1.
<p>TRT-9 Implement Car-Sharing Program</p>	See TRT-1.
<p>TRT-10 Implement School Pool Program</p>	Not Applicable.
<p>TRT-11 Provide Employer-Sponsored Vanpool/Shuttle</p>	See TRT-1.

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TRT-12 Implement Bike-Sharing Programs	See TRT-1.
TRT-13 Implement School Bus Program	Not Applicable
TRT-14 Price Workplace Parking, such as: Explicitly charging for parking for its employees; Implementing above market rate pricing; Validating parking only for invited guests; Not providing employee parking and transportation allowances; and Educating employees about available alternatives.	See TRT-1.
TRT-15 Implement Employee Parking "Cash-Out"	Not Applicable.
Transit System Improvements	
TST-1 Transit System Improvements, including: <ul style="list-style-type: none"> • Grade-separated right-of-way, including bus only lanes (for buses, emergency vehicles, and sometimes taxis), and other Transit Priority measures. Some systems use guideways which automatically steer the bus on portions of the route. • Frequent, high-capacity service • High-quality vehicles that are easy to board, quiet, clean, and comfortable to ride. • Pre-paid fare collection to minimize boarding delays. • Integrated fare systems, allowing free or discounted transfers between routes and modes. • Convenient user information and marketing programs. • High quality bus stations with Transit Oriented Development in nearby areas. • Modal integration, with BRT service coordinated with walking 	Not Applicable

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and cycling facilities, taxi services, intercity bus, rail transit, and other transportation services.	
TST-2 Implement Transit Access Improvements, such as: Sidewalk/crosswalk safety enhancements Bus shelter improvements	The Project would improve pedestrian connectivity by providing improved and landscaped Publicly Accessible Open Space areas throughout the Project Site, connecting the Project to the adjoining public streets, connecting buildings on the Project Site together, and creating a pleasant pedestrian experience for occupants, users and visitors of the Project. The Project also includes three Pedestrian Adapted Pathways, although only one is required under Section 6.2.5.3.1(b) of the WC2035 Plan. The Pedestrian Adapted Pathways function as portions of the required Publicly Accessible Open Space. All open space and pedestrian areas, such as internal streets and sidewalks, Publicly Accessible Open Space and Pedestrian Adapted Pathways, would be well-lit for security. (Tiered IS/MND, pp. B-120, B-126)
TST-3 Expand Transit Network	Not Applicable
TST-4 Increase Transit Service Frequency/Speed	Not Applicable
TST-5 Provide Bike Parking Near Transit	See LUT-5 and SDT-6.
TST-6 Provide Local Shuttles	The Metro Shuttle Line 601 is the recently implemented Warner Center Shuttle, which now provides two stops located adjacent to and on the Project Site – one stop is located at the northwest intersection of Burbank Boulevard and De Soto Avenue and the other stop to the west of that along Warner Center Lane, just north of Burbank Boulevard – and runs through the Project Site along Warner Center Lane. The Warner Center Shuttle provides direct connection to and from the Metro Orange Line Canoga Station and throughout Warner Center, including direct connection to the Warner Center Towers, Warner Center Corporate Park, and Westfield Topanga, the Village and the Promenade. The Warner Center Shuttle also stops at the Warner Center Transit Hub at the intersection of Oxnard Street and Owensmouth Avenue. (Tiered IS/MND, p. B-26)
Road Pricing/Management	
RPT-1 Implement Area or Cordon Pricing	Not Applicable
RPT-2 Improve Traffic Flow, such as: <ul style="list-style-type: none"> • Signalization improvements to reduce delay; • Incident management to increase response time to breakdowns and collisions; 	Not Applicable

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<ul style="list-style-type: none"> Intelligent Transportation Systems (ITS) to provide real-time information regarding road conditions and directions; and Speed management to reduce high free-flow speeds. 	
RTP-3 Required Project Contributions to Transportation Infrastructure Improvement Projects	MM-AQ-10 would require funding for air filters for any phase of the Project located within 0.5 mile of Woodland Hills Academy Middle School. MM-AQ-13 would further require the Applicant to pay its fair share (minimum of \$0.10 per SF) to the Warner Center Air Quality Trust Fund by paying the Construction Air Quality Impact Assessment fee.
RTP-4 Install Park-and-Ride Lots	Not Applicable
Vehicles	
VT-1 Electrify Loading Docs and/or Require Idling-Reduction Systems	As part of the WC2035 Plan EIR, the Project would implement ClimateLA, which would primarily reduce emissions from City owned vehicles, but also has measures to reduce GHG emissions from private vehicle use (Page 4.2-38 DEIR).
VT-2 Utilize Alternative Fueled Vehicles, such as: Biodiesel (B20) Liquefied Natural Gas (LNG) Compressed Natural Gas (CNG)	
VT-3 Utilize Electric or Hybrid Vehicles	
Measures – Water	
Water Supply	
WSW-1 Use Reclaimed Water	MM-U-2 requires the Applicant to work with LADWP to ensure adequate water supply and conveyance facilities. Reclaimed water, gray water, and locally sourced water may be included in the agreement with LADWP and will comply with the Citywide water budget and City’s Urban Water Management Plan (MM-U-10). Additionally, MM-U-6 requires the Applicant to comply with Phase I of the City of Los Angeles Emergency Water Conservation Plan, which has measures like requiring decorative fountains to use recycled water.
WSW-2 Use Gray Water	
WSW-3 Use Locally Sourced Water Supply	
Water Use	
WUW-1 Install Low-Flow Water Fixtures	MM-U-4 lists several water conservation measures to be included in the Project’s development, including installation of low flow faucet and showerhead fixtures. In addition, Figure A-5 of the Tiered IS/MND discussed the LEED checklist measures to achieve LEED silver and water use reduction and water efficient landscaping are both selected.
WUW-2 Adopt a Water Conservation strategy	MM-U-4 lists several water conservation measures to be included in the Project’s development. Furthermore, the WC2035 Plan EIR would require the Project to be consistent

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	with ClimateLA, which would reduce per capita water consumption by 20 percent (Page 4.2-37 of DEIR)
<p>WUW-3 Design Water-Efficient Landscapes (see California Department of Water Resources Model Water Efficient Landscape Ordinance), such as:</p> <ul style="list-style-type: none"> • Reducing lawn sizes; • Planting vegetation with minimal water needs, such as native species; • Choosing vegetation appropriate for the climate of the project site; • Choosing complimentary plants with similar water needs or which can provide each other with shade and/or water. 	<p>MM-AQ-22 requires drought tolerant landscaping. MM-U-5 further requires the Applicant to work with LADWP to identify further water reduction strategies for landscaping and building systems.</p>
WUW-4 Use Water-Efficient Landscape Irrigation Systems	
WUW-5 Reduce Turf in Landscapes and Lawns	
WUW-6 Plant Native or Drought-Resistant Trees and Vegetation	
Measures – Area Landscaping	
Landscaping Equipment	
A-1 Prohibit Gas Powered Landscape Equipment	Not Applicable.
A-2 Implement Lawnmower Exchange Program	<p>Not Applicable. The SCAQMD operates an Electric Lawn Mower Rebate Program.</p> <p>See: http://www.aqmd.gov/home/programs/community/electric-lawn-mower-rebate-program</p>
A-3 Electric Yard Equipment Compatibility	The Project is required to install outdoor outlets in accordance with the California Electrical Code (Title 24, Part 3).
Measures – Solid Waste	
Solid Waste	
SW-1 Institute Recycling and Composting Services	As discussed in the Tiered IS/MND, recycling and composting services are required as part of the City's Zero Waste Plan. In addition, ClimateLA sets the goal of reducing or recycling 70 percent of trash by 2015.
SW-2 Recycle Demolished Construction Material	MM-U-12 requires the Project recycle and/or salvage at least 75 percent of non-hazardous construction and demolition debris.
Measures – Vegetation	

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Vegetation	
V-1 Urban Tree Planting	MM-BIO-2 requires the replacement of all on-site trees to ensure continuation of the urban forest.
V-2 Create New Vegetated Open Space	MM-AES-1 requires that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
Measures – Construction	
Construction	
C-1 Use Alternative Fuels for Construction Equipment	MM-AQ-1 would require Tier 4 construction equipment, which would reduce emissions by a similar amount or better than alternative fuels.
C-1 Urban Tree Planting	ClimateLA set a goal to plant 1 million trees throughout the City. MM-BIO-2 requires the replacement of all on-site trees to ensure continuation of the urban forest.
C-2 Use Electric and Hybrid Construction Equipment	Not required. The Project would result in less than significant construction air quality impacts with incorporation of MM-AQ-1 through MM-AQ-13.
C-3 Limit Construction Equipment Idling Beyond Regulation Requirements	Not required. The Project would result in less than significant construction air quality impacts with incorporation of MM-AQ-1 through MM-AQ-13.
C-4 Institute a Heavy-Duty Off-Road Vehicle Plan, including: <ul style="list-style-type: none"> • Construction vehicle inventory tracking system; • Requiring hour meters on equipment; • Document the serial number, horsepower, manufacture age, fuel, etc. of all onsite equipment; and • Daily logging of the operating hours of the equipment. 	The Project would be substantially compliant with this measure through regulatory compliance and mitigation. Title 13 California Code of Regulations [CCR], Section 2449 et. seq. requires equipment designated as low use to be equipped with hour meters. For Tier 4 engines, 13 CCR, Section 2420 et. seq. requires for the purposes of certification that the manufacturer demonstrate compliance with the standards over the full useful life for all engines rated at or above 37 kilowatts (50 horsepower) for a period of use of ten years or 8,000 hours (for equipment with non-resettable hour meters), whichever first occurs. MM-AQ-1 requires that construction equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
C-5 Implement a Construction Vehicle Inventory Tracking System	MM-AQ-1 requires that construction equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
Measures – Miscellaneous	

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Miscellaneous	
<p>Misc-1 Establish a Carbon Sequestration Project, such as:</p> <ul style="list-style-type: none"> • Geologic sequestration or carbon capture and storage techniques, in which CO2 from point sources is captured and injected underground; • Terrestrial sequestration in which ecosystems are established or preserved to serve as CO2 sinks; • Novel techniques involving advanced chemical or biological pathways; or • Technologies yet to be discovered. 	Not Applicable
Misc-2 Establish Off-Site Mitigation	Not Applicable
Misc-3 Use Local and Sustainable Building Materials	Considered as part of CALGreen Code
Misc-4 Require best Management Practices in Agriculture and Animal Operations	Not Applicable
<p>Misc-5 Require Environmentally Responsible Purchasing, such as:</p> <ul style="list-style-type: none"> • Purchasing products with sustainable packaging; • Purchasing post-consumer recycled copier paper, paper towels, and stationary; • Purchasing and stocking communal kitchens with reusable dishes and utensils; • Choosing sustainable cleaning supplies; • Leasing equipment from manufacturers who will recycle the components at their end of life; • Choosing ENERGY STAR appliances and Water Sense-certified water fixtures; • Choosing electronic appliances with built in sleep-mode timers; • Purchasing 'green power' (e.g., electricity generated from 	Not Applicable

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renewable or hydropower) from the utility; and <ul style="list-style-type: none"> Choosing locally-made distributed products. 	
Misc-6 Implement an Innovative Strategy for GHG Mitigation	Not Applicable
Measures – General Plans	
General Plans	
GP-1 Fund Incentives for Energy Efficiency, such as: <ul style="list-style-type: none"> Retrofitting or designing new buildings, parking lots, streets, and public areas with energy-efficient lighting; Retrofitting or designing new building with low-flow water fixtures and high-efficiency appliances; Retrofitting or purchasing new low-emissions equipment; Purchasing electric or hybrid vehicles; Investing in renewable energy systems 	The Project would be substantially compliant with this measure. The Project would utilize energy efficient lighting as required in the CALGreen Code and the City's Green Building Code. The Project would incorporate strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measure as outlined in the applicable WC2035 Plan FEIR Mitigation Measures AQ-22, U-4 through U-8, and U-14. The Project would include the installation of the conduit and panel capacity to accommodate electric vehicle charging stations based on LAMC and CALGreen Code requirements. The Project would invest in renewable energy systems by designing building rooftop areas without landscaping, pool, deck, garden or other improvements to be constructed as solar-ready for the future installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems consistent with applicable State of California Title 24 regulatory requirements. (Tiered IS/MND, pp. B-44, B-110, B-125, B-127, B-171, B-276, B-277)
GP-2 Establish a Local Farmer's Market	Not Applicable.
GP-3 Establish Community Gardens	MM-AQ-22 requires drought tolerant landscaping.
GP-4 Plant Urban Shade Trees	MM-AQ-22 requires drought tolerant landscaping. MM BIO-2 requires the replacement of all on-site trees to ensure continuation of the urban forest.
GP-5 Implement Strategies to Reduce Urban Heat-Island Effect, such as: <ul style="list-style-type: none"> Planting urban shade trees; Installing reflective roofs; and Using light-colored or high-albedo pavements and surfaces. 	MM-AQ-22 requires drought tolerant landscaping. MM BIO-2 requires the replacement of all on-site trees to ensure continuation of the urban forest.
NEDC's Diesel Emission Controls in Construction Projects	
Measures – Diesel Emission Control Technology	
a. Diesel Onroad Vehicles All diesel nonroad vehicles on site for more than 10 total days must	MM-AQ-1 would require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export),

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<p>have either (1) engines that meet EPA onroad emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</p>	<p>which is equivalent to meeting U.S. Environmental Protection Agency (USEPA) and CARB standards.</p>
<p>b. Diesel Generators All diesel generators on site for more than 10 total days must be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%.</p>	<p>MM-AQ-1 requires that construction equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p>
<p>c. Diesel Nonroad Construction Equipment i. All nonroad diesel engines on site must be Tier 2 or higher. Tier 0 and Tier 1 engines are not allowed on site ii. All diesel nonroad construction equipment on site for more than 10 total days must have either (1) engines meeting EPA Tier 4 nonroad emission standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines 50hp and greater and by a minimum of 20% for engines less than 50hp.</p>	<p>MM-AQ-1 would meet the requirements of this measure by requiring Tier 4 construction equipment.</p>
<p>d. Upon confirming that the diesel vehicle, construction equipment, or generator has either an engine meeting Tier 4 non road emission standards or emission control technology, as specified above, installed and functioning, the developer will issue a compliance sticker. All diesel vehicles, construction equipment, and generators on site shall display the compliance sticker in a visible, external location as designated by the developer.</p>	<p>MM-AQ-1 requires that construction equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p>
<p>e. Emission control technology shall be operated, maintained, and serviced as recommended by the</p>	<p>The Project would be compliant with this measure through standard best management practices, in coordination with MM-AQ-1.</p>

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emission control technology manufacturer.	
f. All diesel vehicles, construction equipment, and generators on site shall be fueled with ultra-low sulfur diesel fuel (ULSD) or a biodiesel blend ⁵¹ approved by the original engine manufacturer with sulfur content of 15 ppm or less.	State law already mandates the sale and use of ULSD in California (13 CCR, Section 2281). No additional measure is required.
Measures – Idling Requirements	
During periods of inactivity, idling of diesel onroad vehicles and nonroad equipment shall be minimized and shall not exceed the time allowed under state and local laws.	State law already mandates compliance with idling limits in California (13 CCR, Section 2485). No additional measure is required.
Measures – Additional Diesel Requirements	
<p>a. Construction shall not proceed until the contractor submits a certified list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following:</p> <p>i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment.</p> <p>ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.</p> <p>iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date.</p>	<p>The Project would be substantially compliant with this measure through regulatory compliance and mitigation. Title 13 California Code of Regulations [CCR], Section 2449 et. seq. requires equipment designated as low use to be equipped with hour meters. For Tier 4 engines, 13 CCR, Section 2420 et. seq. requires for the purposes of certification that the manufacturer demonstrate compliance with the standards over the full useful life for all engines rated at or above 37 kilowatts (50 horsepower) for a period of use of ten years or 8,000 hours (for equipment with non-resettable hour meters), whichever first occurs. MM-AQ-1 requires that construction equipment unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.</p>
b. If the contractor subsequently needs to bring on site equipment not on the list, the contractor shall submit written notification within 24 hours that attests the equipment	See "a." above.

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complies with all contract conditions and provide information.	
c. All diesel equipment shall comply with all pertinent local, state, and federal regulations relative to exhaust emission controls and safety.	See "a." above.
d. The contractor shall establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.	The Project would be substantially compliant with implementation of measure through MM AQ-9 through MM AQ-13, as well as implementation of the Construction Management Plan in accordance with Mitigation Measure WC-TR-100.
Reporting	
<p>a. For each onroad diesel vehicle, nonroad construction equipment, or generator, the contractor shall submit to the developer's representative a report prior to bringing said equipment on site that includes:</p> <ul style="list-style-type: none"> i. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, and engine serial number. ii. The type of emission control technology installed, serial number, make, model, manufacturer, and EPA/CARB verification number/level. iii. The Certification Statement signed and printed on the contractor's letterhead. 	The Project would be substantially compliant with this measure through regulatory compliance and mitigation. Contractors with off-road diesel vehicles subject to the In-Use Off-Road Diesel-Fueled Fleets Regulations (13 CCR, Section 2449) are required to comply with CARB reporting requirements through the DOORS reporting tool. DOORS is an online tool designed to help fleet owners report off-road diesel vehicle inventories and actions taken to reduce vehicle emissions to CARB, as required by the In-Use Off-Road Diesel-Fueled Fleets Regulation.
b. The contractor shall submit to the developer's representative a monthly report that, for each onroad diesel vehicle, nonroad construction equipment, or generator onsite, includes:	See "a." above.

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i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: <ol style="list-style-type: none"> 1. Source of supply 2. Quantity of fuel 3. Quality of fuel, including sulfur content (percent by weight) 	
SMAQMD's Basic Construction Emission Control Practices	
<p><i>The following Basic Construction Emissions Control Practices are considered feasible for controlling fugitive dust from a construction site. The practices also serve as best management practices (BMPs), allowing the use of the non-zero particulate matter significance thresholds. Lead agencies should add these emission control practices as Conditions of Approval (COA) or include in a Mitigation Monitoring and Reporting Program (MMRP).</i></p>	
Control of fugitive dust is required by District Rule 403 and enforced by District staff.	SWAPE suggests Sacramento Metropolitan AQMD emission controls; however, the Project would comply with the South Coast AQMD rules and regulations as it is located in the SCAQMD jurisdiction. Consistent with mitigation measures AQ-1-3, construction of the Project would be subject to standard construction practices, such as compliance with fugitive dust control measures in SCAQMD Rule 403. (Tiered IS/MND, p. 28, 41-43)
Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.	
Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.	
Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.	
Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).	
All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after	

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grading unless seeding or soil binders are used.	
<i>The following practices describe exhaust emission control from diesel powered fleets working at a construction site. California regulations limit idling from both on-road and offroad diesel-powered equipment. The California Air Resources Board (CARB) enforces idling limitations and compliance with diesel fleet regulations.</i>	
Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.	The Project would be consistent with the CARB Air Toxics Control Measure to limit heavy duty diesel motor vehicle idling to no more than 5 minutes at any given time. (Tiered IS/MND, B-111)
Provide current certificate(s) of compliance for CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1].	The Project would be consistent with the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation as required by mitigation measure AQ-1 and regulatory compliance. (Tiered IS/MND, B-41-42)
<i>Although not required by local or state regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.</i>	
Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.	Maintenance of all construction equipment in proper condition for the Project would likely be an enforceable obligation of the general contractor or subcontractor pursuant to the Applicant's service agreement with said party.
SMAQMD's Enhanced Exhaust Control Practices	
<p>1. The project representative shall submit to the lead agency and District a comprehensive inventory of all offroad construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project.</p> <ul style="list-style-type: none"> • The inventory shall include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. • The project representative shall provide the anticipated 	As provided above, SWAPE suggests Sacramento Metropolitan AQMD emission controls; however, the Project would comply with the South Coast AQMD rules and regulations as it is located in the SCAQMD jurisdiction. Mitigation measure AQ-1 requires the Project to use 2010 or newer diesel haul trucks, meet Tier 4 emission standards for equipment greater than 50 hp, and encourage contractors to apply for AQMD "SOON" funds to clean up off-road diesel vehicles, which would dramatically reduce exhaust. (Tiered IS/MND, p. 28, 41-43)

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<p>construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <ul style="list-style-type: none"> • This information shall be submitted at least 4 business days prior to the use of subject heavyduty off-road equipment. • The District's Equipment List Form can be used to submit this information. • The inventory shall be updated and submitted monthly throughout the duration of the project except that an inventory shall not be required for any 30-day period in which no construction activity occurs. 	
<p>2. The project representative shall provide a plan for approval by the lead agency and District demonstrating that the heavy-duty off-road vehicles (50 horsepower or more) to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average.</p> <ul style="list-style-type: none"> • This plan shall be submitted in conjunction with the equipment inventory. • Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. • The District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction. 	
<p>3. The project representative shall ensure that emissions from all off-</p>	

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<p>road diesel powered equipment used on the project site do not exceed 40% opacity for more than three minutes in any one hour.</p> <ul style="list-style-type: none"> • Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately. • Non-compliant equipment will be documented and a summary provided to the lead agency and District monthly. • A visual survey of all in-operation equipment shall be made at least weekly. • A monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. 	
<p>4. The District and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation shall supersede other District, state or federal rules or regulations.</p>	