IV. MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This section reflects the mitigation monitoring and reporting program (MMRP) requirements of Public Resources Code Section 21081.6. CEQA Guidelines Section 15097 states:

> *"…In order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which 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."*

ENFORCEMENT

In accordance with CEQA, the primary responsibility for making determination with respect to potential environmental effects rests with the lead agency rather than the Monitor or preparer of the EIR. As such, the City of Los Angeles, Department of City Planning is identified as the enforcement agency for this Mitigation Monitoring and Reporting Program.

PROGRAM MODIFICATION

After review and approval by the lead agency, minor changes to the MMRP are permitted but can only be made by the Applicant with the approval of the Director of City Planning. No deviations from this program shall be permitted unless the MMRP continues to satisfy the requirements of Section 21081.6 of the California Environmental Quality Act (CEQA), as determined by the Lead Agency.

MITIGATION MONITORING AND REPORTING PROGRAM

The organization of the MMRP follows the subsection formatting style as presented within Section IV, Environmental Impact Analysis, of the Draft EIR. Subsections of all of the environmental chapters presented in the Draft EIR are provided below in subsections A through K, respectively. For environmental issue areas where no mitigation measures were recommended, the MMRP is noted accordingly. Where mitigation measures are provided, they have been numbered sequentially,

beginning at number 1 within each respective subsection. For example, mitigation measures recommended in Section IV.A, Aesthetics, of the Draft EIR are identified herein as Mitigation Measures A-1, A-2, A-3, etc. Immediately following each mitigation measure, the Implementation Phase, Monitoring Phase, and Enforcement Agency is identified. All departmental references were assumed to be that of the City of Los Angeles unless otherwise noted.

A. AESTHETICS

1. Project buildings shall be designed to minimize reflectivity (i.e., without highly reflective glass windows or other highly reflective surfaces and utilizing building surfaces with low reflective value).

Implementation Phase: Pre-Construction, Design
Monitoring Phase: Site Plan Review/Approval
Enforcement Agency: Department of City Planning

2. All project lighting shall be directed onto the site, and all lighting shall be shielded from adjacent residential uses. This condition shall not preclude the installation of low-level project security lighting.

Implementation Phase: Pre-Construction, Design, Post-Construction, Operation
Monitoring Phase: Plan Check Review/Approval, Operation
Enforcement Agency: Department of City Planning

B. AIR QUALITY

Dust Control:

1. Use more than one enhanced dust control measure required by SCAQMD Rule 403. The menu of enhanced dust control measures includes the following:

   - Water all active construction areas at least twice daily.
   - Cover all haul trucks or maintain at least two feet of freeboard.
   - Pave or apply water four times daily to all unpaved parking or staging areas.
   - Sweep any site access points within 30 minutes of any visible dirt deposition on any public roadway.
   - Cover or water twice daily any on-site stockpiles of debris, dirt or other dusty material.

- Suspend all operations on any unpaved surface if winds exceed 25 mph.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD / Department of Building and Safety

Emissions:

2. Require 90-day low-NOx tune-ups for off-road equipment.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD / Department of Building and Safety

3. Limit allowable idling to 10 minutes for trucks and heavy equipment.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD / Department of Building and Safety

4. Prohibit truck/equipment idling in front of any adjacent residences.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD / Department of Building and Safety

Off-Site Impacts:

5. Encourage car pooling for construction workers.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of City Planning

6. Limit lane closures to off-peak travel periods.

Implementation Phase: Construction
Monitoring Phase: Haul Route Review/Approval
Enforcement Agency: Department of Building and Safety, Transportation

7. Park construction vehicles off traveled roadways.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

8. Wet down or cover dirt hauled off-site.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: SCAQMD / Department of Building and Safety

9. Wash or sweep access points daily.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

10. Schedule receipt of construction materials and haul routes during non-peak traffic hours.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety, Transportation

11. Sandbag construction sites for erosion control.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Preconstruction, Construction
Enforcement Agency: Department of Building and Safety

On Site Impacts:

12. The applicant shall install air filtration system(s) to reduce the diminished indoor air quality effects on occupants of the project.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

C. BIOLOGICAL RESOURCES

Tree Removal (Non-Oaks)

1. Prior to the issuance of a grading permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees shall be submitted for approval by the Department of City Planning and the Street Tree Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per current Street Tree Division standards.

Implementation Phase: Pre-construction
Monitoring Phase: Grading Plan Review / Approval
Enforcement Agency: Department of City Planning

2. The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on site, and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency. Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact Street Tree Division at: 213-485-5675.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of City Planning

Oak Trees/Tree Removal (Locally Designated Species)

3. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated oak tree expert as designated by LAMC Ordinance No. 153,478 for approval by the City Planning Department and the Street Tree Division of the Bureau of Street Services.

Implementation Phase: Preconstruction
Monitoring Phase: Grading Plan Review / Approval
Enforcement Agency: Bureau of Street Services, Department of City Planning

4. A minimum of two oak trees (a minimum of 48-inch box in size) shall be planted for each one that is removed. The canopy of the oak trees planted shall be in proportion to the canopies of the oak trees removed per Ordinance No. 153,478 and to the satisfaction of the Street Tree Division of the Bureau of Street Services and the Advisory Agency. All oak tree removals must be approved by the Board of Public Works on sites more than one acre in size. Contact: Street Tree Division at: 213-485-5675.

Implementation Phase: Post-Construction
Monitoring Phase: Certificate of Occupancy
Enforcement Agency: Bureau of Street Services, Department of City Planning

Bonding (Oak Tree Survival)

5. The developer shall post a bond or other assurances acceptable to the Bureau of Engineering in consultation with the Street Tree Division and Advisory Agency (or other decision-maker) guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership will require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.

   The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Street Tree Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Implementation Phase: Pre-Construction
Monitoring Phase: Grading Plan Review / Approval
Enforcement Agency: Bureau of Street Services, Department of City Planning

D. GEOTECHNICAL HAZARDS

1. The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the City of Los Angeles Department of Building and Safety, and the geotechnical recommendations presented in the Fault Rupture Hazard Investigation report.

Implementation Phase: Pre-construction, Construction
Monitoring Phase: Plan Check Approval, Certificate of Occupancy
Enforcement Agency: Department of Building and Safety

2. Grading shall conform to the recommendations provided by the geotechnical report and to the specifications of the City of Los Angeles Landform Grading Manual guidelines, subject the approval by the Advisory Agency and the Department of Building and Safety's Grading Division.

Implementation Phase: Construction
Monitoring Phase: Grading Plan Review / Approval
Enforcement Agency: Department of Building and Safety

E. HISTORIC RESOURCES

Relocation

1. The historic resource proposed for demolition shall be made available for relocation in accordance with the following conditions:

   - The availability of the building for relocation shall be noticed by posting a sign at the location which is visible from the public right-of-way and by advertising in the Los Angeles Times and Daily News newspapers. These forms of notification shall persist at least 60 days.
   - The building shall be made available free-of-charge.
   - The new site for the building shall be compatible with the original character and use.
   - The building shall retain its historic features and compatibility in orientation, setting, and general environment.
   - The rehabilitation of the building shall conform to the Secretary of the Interior's Standards for the Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
   - Plans for the relocation of the building shall be submitted to and evaluated by the City of Los Angeles.

Implementation Phase: Preconstruction
Monitoring Phase: Preconstruction
Enforcement Agency: Department of City Planning

F. HYDROLOGY/WATER QUALITY

1. Implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Bureau of Engineering

2. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

Implementation Phase: Post-Construction
Monitoring Phase: Post-Construction
Enforcement Agency: Bureau of Engineering

3. Maximize trees and other vegetation at each site by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Landscape Plan Approval
Enforcement Agency: Department of City Planning

4. Promote natural vegetation by using parking lot islands and other landscaped areas.

Implementation Phase: Construction
Monitoring Phase: Site Plan and Landscape Plan Review/Approval
Enforcement Agency: Department of City Planning

5. Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

6. Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Grading Plan Approval
Enforcement Agency: Department of Building and Safety

7. All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage illegal dumping. Legibility of stencils and signs must be maintained.

Implementation Phase: Construction
Monitoring Phase: Certificate of Occupancy
Enforcement Agency: Department of Building and Safety

8. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff or spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

Implementation Phase: Construction, Operation
Monitoring Phase: **S**ite Plan Approval, Operations
Enforcement Agency: Department of Building and Safety

9. The storage area must be paved and sufficiently impervious to contain leaks and spills.

Implementation Phase: Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

10. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

11. Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).

Implementation Phase: Preconstruction, Construction, Post-Construction
Monitoring Phase: Construction, Post-Construction
Enforcement Agency: Department of Building and Safety

12. Trash container areas must be screened or walled to prevent off-site transport of trash.

Implementation Phase: Preconstruction, Construction, Post-Construction
Monitoring Phase: Construction, Post-Construction
Enforcement Agency: Department of Building and Safety

13. Reduce impervious land coverage of parking lot areas.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

14. Infiltrate runoff before it reaches the storm drain system.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

15. Runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator; (2) a filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.

Implementation Phase: Preconstruction, Construction, Occupancy
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

16. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Construction
Enforcement Agency: Department of Building and Safety

17. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

Implementation Phase: Post-Construction
Monitoring Phase: Post-Construction
Enforcement Agency: Department of City Planning

18. The developer shall pay an assessment fee of $950.00 per acre to the Shoshone Avenue and Rinaldi Street Drainage District Facilities Account of the Board of Public Works of the City of Los Angeles Trust Fund prior to obtaining any permits.

Implementation Phase: Pre-Construction
Monitoring Phase: Certificate of Occupancy
Enforcement Agency: Department of Public Works

G. LAND USE

With procurement of the necessary land use entitlements and implementation of the mitigation measures identified in each of the respective environmental issue areas contained within items A through K respectively, land use impacts associated with the proposed project would be less than significant.

H. NOISE

Construction

1. Construction activities shall comply with the Los Angeles Municipal Code (Section 112.03) and the City of Los Angeles Department of Planning guidelines, which include but are not limited to, the restriction of construction activities after 6:00 p.m. on weekdays and Saturdays and all day on Sundays.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

2. Construction equipment should be equipped with properly operating mufflers.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

3. Construction staging areas should be located as far away from the nearest noise-sensitive receiver locations as possible.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

4. A temporary noise barrier shall be erected between the active construction site and the temporary portable classrooms to be placed on site prior to completion of the final phase. The noise barrier shall consist of a solid barrier of heavy vinyl material or ¾-inch ply-wood positioned to block direct line-of-site from the active construction area and any area occupied by students.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

Operational

5. Bells/buzzers or other outdoor signalizing devices for class changes shall operate from 7:30 a.m. to 3:30 p.m. only on days when school is in session.

Implementation Phase: Post-Occupancy
Monitoring Phase: On-going Project Operation
Enforcement Agency: Department of Building and Safety

6. Temporary outdoor loudspeakers for limited numbers of special events shall operate only from 8:00 a.m. to 3:30 p.m. and shall not exceed ambient levels at the nearest residences by more than +5 dB.

Implementation Phase: Post-Occupancy
Monitoring Phase: On-going Project Operation
Enforcement Agency: Department of Building and Safety

7. A solid continuous six-foot concrete wall shall be provided along the westernmost property line adjacent to the proposed parking lot area. This wall will further enhance the noise reduction effectiveness of the grade separation between the parking lot and any nearby residences.

Implementation Phase: Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

I. PUBLIC SERVICES

The following measures are recommended to minimize demand for police services by the proposed project:

1. The project applicant shall consult with the LAPD's Crime Prevention Section on the design and implementation of a security plan for the proposed project. Please refer to Design out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134). These measures shall be approved by the Police Department prior to the issuance of building permits. The following elements should be considered:

   - Use of private security guards to monitor and patrol the project site during project construction and operation;
   - Design entryways, elevators, lobbies and parking areas with lighting that eliminates areas of concealment;
   - Provide walls and fencing around the parking and campus areas to provide a secured campus environment.
   - Hillcrest Christian School shall appoint security staff personnel to patrol the campus and immediately adjacent neighborhoods to prevent crime and vandalism during periods of peak off site school activity and during school special events.

Implementation Phase: Pre-Construction
Monitoring Phase: Pre-Construction
Enforcement Agency: Los Angeles Police Department

J. TRAFFIC AND CIRCULATION

Required Mitigation Measures

1. **Street Improvements.** Dedicate and widen 14 feet along the west side of Shoshone Avenue from Rinaldi Street to approximately 260 feet northerly to provide a 44-foot half width right-of-way with 34-foot half width roadway with suitable transition to accommodate three southbound lanes comprising a left turn lane, a shared left/right turn lane, a right turn only lane and a 10-foot wide sidewalk. LADOT recommends that parking be restricted at all times along the widened portion of Shoshone Avenue.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Bureau of Engineering, Department of Transportation

2. **ATSAC/ATCS Contribution for Traffic Signal System.** The intersections of Rinaldi Street and Balboa Boulevard and Rinaldi Street at Louise Avenue is part of the San Diego Freeway Corridor Phase I ATSAC System and the Ronald Reagan Freeway Corridor ATSAC system, respectively. Both of these systems are scheduled for construction in the year 2003 at a cost of $91,400 per intersection. The installation of the ATSAC/ATCS system will serve to improve signal progression in the vicinity thereby improving the capacity at the impacted intersections. The developer shall be required to submit a check or cash to LADOT prior to issuance of building permits for the cost of improvement of the two signalized intersections wit the cost of mitigation dependent on when payment is made.

Implementation Phase: Preconstruction
Monitoring Phase: Plan Check Approval
Enforcement Agency: Department of Transportation

3. Highway Dedication and Improvement. Rinaldi Street is designated as Major Highway Class II in the Streets and Highways Element of the City's General Plan. Rinaldi Street is currently 40-foot half roadway on a 50-foot half right-of-way. Standard Plans S-470-0, effective November 10, 1999, dictates that the standard cross section for a Major Highway Class II is 40-foot half roadway on a 52-foot half right-of-way. A 2-foot dedication along the project frontage will be required on Rinaldi Street to meet the standards required by the General Plan. The Bureau of Engineering, Department of Public Works will determine the exact dedication and widening requirements for this project.

A 2-foot wide strip of land should be dedicated along Rinaldi Street adjoining the proposed west campus property in accordance with Major Highway-Class II Standards, including a 20-foot radius property line return at the intersection with Shoshone Avenue. In addition to the Shoshone Avenue street improvement mitigation measure as shown on figure IV.J.1-11 of the DEIR, a 2-foot street dedication should also be provided northerly of the transition area over the remaining project frontage to provide a 32-foot half street dedication.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Bureau of Engineering

4. <u>Site Access and Internal Circulation</u>.

- LADOT's determination does not include approval of the project's driveways, internal circulation and parking scheme. In order to fully evaluate these terms, a site plan with a minimum scale of 1" = 40' should be submitted to LADOT Valley Development Review at 19040 Vanowen Street, Reseda, 91335, as soon as possible and prior to submittal of building plans for plan check by the Department of Building and Safety.

- On site pick-up and drop-off areas should be shown on the site plan.

Implementation Phase: Preconstruction
Monitoring Phase: Plan Check Approval
Enforcement Agency: Department of Transportation, Department of Building and Safety

5. **Pedestrian Safety.** The following mitigation measures are recommended to increase pedestrian safety at the corner of Shoshone Avenue and Rinaldi Street, which is expected to experience increased pedestrian activity as a result of the proposed West Campus Development.

   - Hillcrest Christian School and Church shall participate in an active Pedestrian Safety Program to promote pedestrian safety. Educational materials shall be provided to students and parents to address the hazards associated with crossing Shoshone Avenue. Such materials shall be provided at the beginning of each school year and continuously reinforced throughout the school year.

- School administrators shall appoint and provide staff personnel to operate a pedestrian crossing guard program at the intersection of Rinaldi Street and Shoshone Avenue on days when school is in session. The hours of crossing guard operations shall coincide with the a.m. and p.m. peak pick-up and drop-off periods and during any other times students are expected to cross Shoshone Avenue.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: City of Los Angeles Planning Department

Proposed Voluntary Improvements

6. **Voluntary Modification of Traffic Signal at Rinaldi Street and Encino Avenue**. To curb neighborhood intrusion of vehicles going to the school, the developer proposes to improve the level of service at the project exit driveway on Rinaldi Street east of Encino Avenue. Both existing Driveways on Rinaldi Street allow only one way traffic, the exit-only driveway is closer to Encino Avenue than the enter-only driveway. The traffic impact analysis proposes to incorporate the exit right-turn-only driveway into the signalized operation at the intersection of Rinaldi Street and Encino Avenue. LADOT does not oppose the proposal to relocate the existing traffic signal and crosswalk from west of the exit-only driveway to east of the same driveway and to restripe the exit driveway to allow both right and left turns. LADOT accepts this proposed improvement provided that the developer bears the full cost of design and construction of the relocation of the existing traffic signal and modification of the striping of the intersection. Any improvements to the intersection must be done in consultation with the Geometric and Signal Design Sections of LADOT and done through the B-Permit process of the Bureau of Engineering (BOE) as detailed below.

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Transportation, Bureau of Engineering

7. **Expand the Drop-off and Pick-up activities on the East Campus rear parking lot.** To further alleviate any neighborhood intrusion, it is recommended that the drop-off and pick-up activities now occurring during the afternoon departure period in the Shoshone Avenue parking lot at the rear of the existing East Campus be expanded to the morning arrival period. This will further accommodate vehicles approaching from either the east of west direction without reorientation required to approach and depart only in a westbound direction on Rinaldi, and as a result will eliminate the need to use local residential streets to access the drop-off activities.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: Department of Building and Safety, Department of City Planning

Parking

Although no parking impacts are anticipated to occur, other than occasional parking impacts during special events, the following proposed conditions of approval recommended to the adequate supply of parking on-site.

8. Hillcrest Christian School and Church shall monitor the occurrence of off-site parking by its students and visitors to avoid the intrusion of school parking into the local neighborhood.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: Department of City Planning

9. Proactive measures, such as providing informational leaflets at the beginning of each school year to discourage off-site parking, pick-up, or drop off traffic patterns should be implemented.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: Department of City Planning

10. Student parking shall be controlled by administrative policy. A student parking program shall be implemented to control the availability of on-site parking spaces for student use. Student parking shall be limited to a maximum of 56 student parking permits per school year at the West Campus.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: Department of City Planning

11. Prior to special events, Hillcrest shall contact neighboring commercial/institutional property owners to request the use of their parking facilities (i.e., such as requesting the voluntary use of the parking

lot at the Islamic Masjid Granada Hills Center). The use of private parking areas at neighboring properties would be at the discretion of the respective property owners.

Implementation Phase: Post-Occupancy
Monitoring Phase: Post-Occupancy
Enforcement Agency: Department of City Planning

LAUSD Requested Mitigation Measures

12. The following mitigation measures have been requested by the LAUSD and shall be incorporated into the Mitigation Monitoring and Reporting Program for the proposed project:

Prior Notice

- The Project Manager or designee should notify the LAUSD Transportation Branch of the expected start and ending dates for the various portions of the project that may affect traffic through the areas.

Traffic Management

- Contractors to avoid staging trucks and equipment along streets in the area to facilitate the movement of buses during peak traffic hours.
- Contractors to provide flag-men to assist traffic when moving trucks and/or heavy equipment on/off the proposed site.
- When possible, avoid heaviest construction traffic between the hours of 6:30 a.m. to 8:00 a.m. and between 3:30 p.m. and 4:30 p.m. to minimize delays to the arrivals and departures of buses and encounters with student pedestrians.
- Time spacing of portions of the project to minimize traffic flow impacts.
- Contractors to restore road and sidewalk smoothness to reasonably mitigate the roughness of the ride for transported students.
- Improvement of the intersections with ATSAC/ATCS should enhance safety of all crossing students with minimal delays for other traffic.

Student Safety

- Contractors to provide temporary fencing at the construction site to deter entry of student pedestrians.

- Contractors to restore affected street and sidewalk surfaces to reasonable smoothness to minimize the potential for bus accidents and trip & fall injuries to student pedestrians.

- The Los Angeles Unified School District will evaluate special education bus stops in the area for possible routing alternatives and will modify integration routing if necessary.

- Hillcrest Christian School should provide instruction to its student pedestrians to enhance safety while moving between campuses.

- Los Angeles Unified School District will evaluate the issues of continued safety of stops on Rinaldi St. at Louise Ave. and Balboa Blvd.

Other Considerations

- Contractors to remind their drivers of construction vehicles of the requirement to stop for the red flashing lights of any school bus.

- Contractors to remind drivers to be alert to the presence of many child pedestrians and exercise care.

- Contractors should notify drivers that the presence of traffic signals, crossing guards and/or school zone flashing lights do not exempt school buses from using the red flashing lights.

- Contractors should notify drivers and workers to be cautious of student pedestrians in the area during peak hours.

- Contractors to be aware that the presence of any traffic light, crossing guard or school zone flashing lights do not guarantee that student pedestrians will act appropriately when crossing streets.

Implementation Phase: Construction
Monitoring Phase: Ongoing through project construction
Enforcement Agency: Department of Building and Safety

13. A telephone number (818-832-4732) shall be provided as a direct means for neighbors to report grievances with school operations and off campus student parking. This phone number shall be posted on-site and shall be provided to neighbors within a 500 foot radius of the project site.

Implementation Phase: Operations
Monitoring Phase: Ongoing through project operations
Enforcement Agency: Department of City Planning

K. RISK OF UPSET

The following mitigation measure is required to reduce potentially significant impacts relative to exposure of humans to lead paint to an insignificant level:

1. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified lead paint abatement consultant that no lead paint is present in onsite buildings. If lead paint is found to be present on buildings to be demolished or renovated, it shall need to be abated in compliance with applicable state and federal rules and regulations governing lead paint abatement, including the Department of Toxic Substances Control "Interim Guidance for Evaluating Lead-Based Paint and Asbestos-Containing Materials at Proposed Schools Sites."

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety

2. Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations, including the Department of Toxic Substances Control "Interim Guidance for Evaluating Lead-Based Paint and Asbestos-Containing Materials at Proposed Schools Sites."

Implementation Phase: Preconstruction, Construction
Monitoring Phase: Plan Check Approval, Construction
Enforcement Agency: Department of Building and Safety