# 8.0 INVENTORY OF MITIGATION MEASURES

## TRAFFIC, CIRCULATION AND PARKING

### TRAFFIC GENERATION

5.1-1a Grand Avenue/Route 66 - Widen the eastbound Route 66 approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left turn lane, three through lanes, and one right-turn lane.

5.1-1b Grand Avenue/I-210 EB Ramps - Widen the southbound Grand Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.

5.1-1c Lone Hill Avenue/Westbound I-210 Ramps - Widen the northbound Lone Hill Avenue approach from one left-turn lane and two through lanes to consist of three left-turn lanes and two through lanes; the two lane westbound I-210 on-ramp will need to be widened by one lane to accommodate the triple left-turn movement. Widen the southbound Lone Hill Avenue approach from three through lanes and one right-turn lane to consist of four through lanes and one right-turn lane. Widen the westbound I-210 off-ramp from one left-turn lane and one shared left-/right-turn lane to consist of two left-turn lanes and two right-turn lanes.

5.1-1d Lone Hill Avenue/Eastbound I-210 Ramps - Widen the southbound Lone Hill Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.

5.1-1e Lone Hill Avenue/Auto Centre Drive - Widen the westbound Auto Centre Drive approach from two left-turn lanes and one right-turn lane to consist of two left-turn lanes and two right-turn lanes.

5.1-1f Grand Avenue/Baseline Road - Modify the eastbound and westbound Baseline Road approach signal phasing from split-phasing to consist of permitted phasing.

5.1-1g City staff shall establish a fair share fee program, correlated to a trip ceiling program of project-generated trips, to fund identified project mitigation measures.

### CONGESTION MANAGEMENT PLAN (CMP) ANALYSIS

5.1-2 Refer to Mitigation Measures 5.1-1b, 5.1-1c and 5.1-1d.

### CUMULATIVE IMPACTS

5.1-3 No additional mitigation measures are recommended.

## AIR QUALITY

### SHORT-TERM AIR QUALITY IMPACTS

5.2-1a During clearing, grading, earth moving, or excavation operations, excessive fugitive dust emissions shall be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management Districts Rule 403, *Fugitive Dust*.

- On-site vehicle speed shall be limited to 15 miles per hour.
- All on-site construction roads with vehicle traffic shall be watered periodically.
- Streets adjacent to the Project reach shall be swept as needed to remove silt that may have accumulated from construction activities so as to prevent excessive amounts of dust.
- All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferable in the late morning and after work is done for the day.
- All material transported on-site or off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust.
- These control techniques shall be indicated on project grading plans. Compliance with this measure shall be subject to periodic site inspections by the City.
- Visible dust beyond the property line emanating from the Project shall be prevented to the maximum extent feasible.

5.2-1b Per standard construction practices, the duration of grading activities is specified in order to allow the scheduling of air quality regulations pursuant to SCAQMD Rule 403. Project grading plans shall show the duration of grading activities. Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturer's specifications, to the satisfaction of the City Engineer. Compliance with this measure shall be subject to periodic inspections of construction equipment vehicles by the City.

5.2-1c All trucks that are to haul excavated or graded material on-site shall comply with State Vehicle Code Section 23114, with special attention to

Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

**LONG-TERM OPERATIONAL IMPACTS**

5.2-2a Should a potential end-user be identified whose land use would cause a particulate diesel index of 0.0003 $\mu/m^3$ or increase the volume to capacity ratio (also called the Intersection Capacity Utilization) by 0.02 (2 percent) for any intersection with a LOS of D or worse, a preliminary screening shall be conducted per SCAQMD Rule 1401 and 212 to determine whether a Health Risk Assessment (HRA) shall be prepared.

5.2-2b Pursuant to SCAQMD recommendations, prior to the issuance of building permits for any future development, an applicant shall submit, and the Director of Planning and Redevelopment shall approve an operation-emissions mitigation plan. The plan shall identify implementation procedures for each of the following emissions reduction measures and all feasible mitigation measures shall be implemented. If certain measures are determined infeasible, an explanation thereof shall be provided.

- Utilize built-in energy-efficient appliances to reduce energy consumption and emissions.
- Utilize energy-efficient and automated controls for air conditioners and lighting to reduce electricity consumption and associated emissions.
- Utilize light-colored roofing materials as opposed to dark roofing materials to conserve electrical energy for air-conditioning.
- Provide shade trees in residential subdivisions as well as public areas, including parks, to reduce building heating and cooling needs, whenever feasible.
- Ensure that whenever feasible, commercial truck traffic is diverted from local roadways to off-peak periods.
- Centralize space heating and cooling for multiple-family dwelling units and commercial space.
- Orient buildings north/south for reducing energy-related combustion emissions.
- Use solar energy, when feasible.
- Use high rating insulation in walls and ceilings.

5.2-2c Future employment generating non-residential development shall comply with the City's TDM Ordinance.

### CONSISTENCY WITH AIR QUALITY MANAGEMENT PLAN

5.2-3 No feasible mitigation measures exist. Based on the analysis provided above, the proposed Project would be inconsistent with the regional air quality management plan due to unavoidable impacts associated with Project emissions.

### CUMULATIVE IMPACTS

5.2-4 SCAQMD Standards and City Municipal Code requirements would be implemented on a project-by-project basis.

## NOISE

### SHORT-TERM CONSTRUCTION NOISE IMPACTS

5.3-1a Prior to Grading Permit issuance, the Grading Plan shall be reviewed and approved by the Planning Department to ensure compliance with the following:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers, to the satisfaction of the City's Building Official.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers, to the extent practical, to the satisfaction of the City's Building Official.
- During construction and to the satisfaction of the City's Building Official, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors during construction activities.

5.3-1b Construction activities within a residential zone or within 500 feet of a residential unit shall not take place between the hours of 9:00 pm and 7:00 am.

### LONG-TERM NOISE IMPACTS

5.3-2 No mitigation measures are recommended. Based upon the analysis, mobile source noise level increases would be less than significant.

### STATIONARY NOISE IMPACTS

5.3-3a Prior to Building Permit issuance, building plans shall be submitted to the Director of Planning and Redevelopment, which demonstrates that parking areas, loading dock facilities, rooftop equipment, trash compactors and other stationary noise sources are adequately shielded and/or located at an adequate distance from residential areas in order to comply with the City's noise standards.

5.3-3b The hours of operation for non-residential uses which have the potential to create adverse noise impacts shall be restricted to minimize impacts on on-site and adjoining residential uses.

5.3-3c Mixed-use projects shall be designed to minimize noise impacts between residential and non-residential uses. The City shall adopt design guidelines, which provide direction on appropriate design techniques.

### CUMULATIVE IMPACTS

5.3-4 No mitigation measures are recommended. Based on the analysis provided above, impacts would be mitigated on a project-by-project basis, resulting in less than significant impacts.

## PUBLIC SERVICES AND UTILITIES

### FIRE PROTECTION

5.4-1 No mitigation measures are recommended.

### POLICE PROTECTION

5.4-2 No mitigation measures are recommended.

### SCHOOLS

5.4-3 No mitigation measures are recommended.

### RECREATION

5.4-4 No mitigation measures are recommended.

### WATER

5.4-5a The Zone 1, 6- and 8-inch diameter pipelines within Route 66, between Barranca and Lorraine Avenue, shall be up-sized to a minimum 14-inch pipeline to serve domestic demands and meet current capacity requirements per the City's Water Master Plan.

5.4-5b The Zone 2, 8-inch diameter pipelines within Route 66, from Lorraine Avenue east to Amelia Avenue, shall be upsized to 14-inch or dual 12-inch diameter pipelines to achieve the anticipated 5,000 gpm fire flow requirements of the "Route 66 Commercial" land use district.

5.4-5c The pipeline in Lorraine Avenue shall be upsized to a minimum 16-inch line for the looped system within Zone 1.

### WASTEWATER (SEWER)

5.4-6 The following sewer locations within the Project area shall be required to undergo extended period flow monitoring at the 75- and 95-percent

buildout of the Project area to ensure the collection system is operating with adequate excess capacity, for buildout conditions:

- Elwood Avenue and Route 66;
- East end of Mauna Loa Avenue;
- Glendora Avenue and Route 66;
- Baseline Road and Glendora Avenue;
- Grand Avenue and Route 66;
- Baseline Road and Grand Avenue; and
- Barranca Avenue and Baseline Road.

**SOLID WASTE**

5.4-7 No mitigation measures are recommended.

**CUMULATIVE**

5.4-8 No mitigation measures are recommended.