

MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. PRJ2021-002011-(1) / PERMIT NO. TR83534 (RPPL2021007149) / ENV NO. RPPL2021007150

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
Aesthetics				
PDF AES-1 Project Lighting: All light sources associated with the Project would be shielded and/or angled in a manner to minimize illumination that would spill outside of the Project Site boundary. Lighting would be designed to improve safety and to add visual interest to the Project Site, including accentuating key landscape and architectural features. Street lighting would be shielded and/or angled to illuminate the streets, promote dark skies, and inhibit any unnecessary nighttime lighting or glare.	<p>Provide streetlights on concrete poles with underground wiring on all streets and highways within and around TR 74650 to the satisfaction of Department of Public Works or as modified by Department of Public Works. The streetlights shall be designed to County standard. The private street lighting system shall be owned and maintained by the Homeowners Association (HOA). Prior to Final Map recordation, submit street lighting plans and proposed underground utilities plans to Traffic Safety and Mobility Division, Street Lighting Section, for processing and approval.</p> <p>Submit a street lighting plan for all non-street lighting to the satisfaction of Building and Safety or as modified by Building and Safety.</p>	<ul style="list-style-type: none">Streetlights prior to issuance of the Final MapAll other lighting prior to issuance of a Building Permit.	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Planning and Public Works
Air Quality				
AQ-1: The construction contractor shall require that all off-road diesel equipment greater than 50 horsepower (hp) used during construction of the Project shall be registered with CARB and meet CARB Tier 4 final off-road emission standards. Such equipment shall be outfitted with Best Available Control Technology (BACT) devices including a California Air Resources Board-certified Level 3 Diesel Particulate Filter. In order to ensure compliance with this measure, all contractors that utilize off-road diesel equipment that is greater than 50 horsepower shall participate in CARB's DOORS which is the State's online tool for Off-Road Diesel Reporting and shall submit a copy of the report to LA County Planning prior to issuance of a grading permit. Documentation of equipment emissions standards or Tier 4 certification shall also be kept onsite at all times during construction activities.	<p>Prior to issuance of a grading permit, provide a copy of the DOORS Report for Equipment over 50 HP Used During Construction</p> <p>During construction, all equipment over 50 HP that is used shall meet CARB Tier 4 off-road emission standards.</p>	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
AQ-2: During the construction phases with any soil disturbance, the construction contractor(s) shall comply with the 2019 County of Los Angeles Coccidioidomycosis (Valley Fever) Management Plan: Guidelines for Employers, as well as the following measures, as feasible, to reduce potential Valley Fever impacts. Compliance with the 2019 County of Los Angeles Valley Fever Management Plan would reduce Valley Fever impacts for on-site workers, as well as the off-site neighboring communities. <ul style="list-style-type: none">Equipment, vehicles, and other items shall be thoroughly cleaned of dust before they are moved off-site to other work locations.Wherever possible, grading and trenching work shall be phased so that earth-moving equipment is working well ahead or downwind of workers on the ground and nearby sensitive uses.The area immediately behind grading or trenching equipment shall be sprayed with water before ground workers move into the area to limit dust from blowing off-site.To the greatest extent feasible, heavy-duty earth-moving vehicles shall be closed-cab and equipped with a high-efficiency particulate (HEP)-filtered air system.Workers shall receive training in procedures to minimize activities that may result in the release of airborne <i>Coccidioides immitis</i> spores on-site and off-site, to recognize the symptoms of Valley Fever, and shall be instructed to promptly report suspected symptoms of work-related Valley Fever to a supervisor. Evidence of training shall be provided to the LA County Planning within 5 days of the training session.A Valley Fever informational handout shall be provided to all onsite construction personnel, as well as neighboring off-site sensitive uses within 100 feet of the Project Site. The handout shall, at a minimum, provide information regarding the symptoms, health effects, preventative measures, and treatment.On-site personnel shall be trained on the proper use of personal protective equipment, including respiratory equipment. National Institute for Occupational Safety and Health-approved respirators shall be provided to on-site personal, upon request. When exposure to dust is unavoidable, provide appropriate National Institute for Occupational Safety and Health-approved respiratory protection to affected workers and off-site receptors. If respiratory protection is deemed necessary, employers must develop and implement a respiratory protection program in accordance with Cal/OSHA's Respiratory Protection standard (8 CCR 5144).	Comply with SCAQMD Rule 403	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Health

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
AQ PDF-1: (Operations) The Project shall incorporate the following energy and emission saving features as project design features: <ul style="list-style-type: none">The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.Each garage will be wired for EV car charging.Radiant barrier roof sheathing to improve cooling energy efficiency.Low-E, dual pane windows block 95 percent of UV rays will reduce window heat gain by 64 percent compared to ordinary glass.Improved insulation techniques will help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.Designed and properly sealed duct system will improve comfort and efficiency.Programmable thermostats will be included to regulate home temperatures year-round.High efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers will help save money by using less power.All lighting on the Project Site would be light-emitting diode (LED).The Project would include open space buffers adjacent to most existing adjacent residential land uses, within which public trails will be included to facilitate pedestrian and bicycle circulation within the Project Site.	Incorporate Energy and Emission Saving Features	Prior to issuance of a Building Permit for a residential unit.	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Planning and Public Works
Biological Resources				
BIO-1: Project-related construction and tree maintenance activities should occur outside of the general avian breeding season (February 1st to through August 31st) to the extent feasible. If Project-related construction and tree maintenance activities cannot occur outside of the general avian breeding season, a pre-activity nesting bird survey shall be conducted prior to the onset of the aforementioned activities, within a maximum of 7 days prior to commencement. The survey shall be conducted by a qualified biologist. The survey shall be conducted within all suitable nesting habitat located within the area of activity, which includes a 300-foot survey buffer around the activity site to account for all potentially nesting birds on and in the immediate vicinity. If no nesting birds are found, the Project-related activities may commence without potential impacts to nesting birds. If any active nests or sign of nesting activity (e.g., carrying nesting material or food) is observed during the pre-activity survey, a suitable buffer shall be established around the nest as determined by a qualified biologist to ensure no direct or indirect impacts occur to the nest. Many avian species that would nest in the area are accustomed to urban environments and human activities; therefore, the buffer distance will be determined based on the location of the nest as well as the species tolerance to human presence. A qualified biologist will monitor the nesting activity after the buffer is delineated and during typical Project-related noises to verify that the buffer is adequately placed and to confirm that breeding is not compromised by the Project. Any excessive noise or lighting that could potentially impact the nest shall be directed away from the nest to the greatest extent feasible. The buffer shall remain in place for the duration the nest is active as determined by a qualified biologist.	Provide a copy of the Nesting Bird Survey. Include Mitigation Measure BIO-1 in Construction Contract Specifications.	Prior to Ground Disturbance	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
BIO-2: Riparian Habitat/Jurisdictional Resources. Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features (Earthen Drainage Ditch) or riparian habitat, the Project subdivider shall obtain a CWA Section 404 permit from the USACE, a CWA Section 401 certificate from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW, where the project warrants. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies: <ul style="list-style-type: none">On- and/or off-site restoration and/or enhancement of USACE/RWQCB jurisdictional “waters of the U.S.”/“waters of the State” and wetlands at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank).On- and/or off-site restoration and/or enhancement of CDFW jurisdictional streambed and associated riparian habitat at a ratio no less than 1:1 for permanent impacts, and for temporary impacts, restore impact area to pre-project conditions (i.e., revegetate with native species, where appropriate). Off-site restoration and/or enhancement at a ratio no less than 1:1 may include the purchase of mitigation credits at an agency-approved off-site mitigation bank or in-lieu fee program (e.g., Soquel Canyon Mitigation Bank).	Obtain a CWA Section 404 permit from the USACE, a CWA Section 401 certificate from the RWQCB, and a Streambed Alteration Agreement permit under Section 1602 of the California Fish and Game Code from the CDFW. Include Mitigation Measure BIO-2 in Construction Contract Specifications.	Prior to approval of a grading plan.	Subdivider or Successor, Permittee	County of Los Angeles Department of Planning
Cultural Resources				
CUL-1: Prior to the start of ground-disturbing activities, a Qualified Archaeologist (defined as meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology) shall be retained in the event of an archaeological find and to conduct cultural resources sensitivity training for all construction personnel. Construction personnel shall be informed of the types of archaeological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains, and safety precautions to be taken when working with archaeological monitors. The County shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance. A copy of the retainer shall be provided to the LA County Planning prior to grading plan approval.	Provide proof that a qualified Archaeologist has been retained prior to grading plan approval. Conduct Cultural Resource Sensitivity Training and Monitoring for all construction personnel. Include Mitigation Measure CUL-1 in Construction Contract Specifications.	Prior to approval of a grading plan.	Subdivider or Successor, Permittee	County of Los Angeles Department of Planning

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
<p>CUL-2: In the event that historic (e.g., bottles, foundations, refuse dumps/privies, railroads, etc.) or prehistoric (e.g., hearths, burials, stone tools, shell and faunal bone remains, etc.) archaeological resources are unearthed, ground-disturbing activities shall be halted in the vicinity of the find and a Qualified Archaeologist shall be notified. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue until resources have been recovered. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist. The County shall consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond those that are is scientifically important, are considered. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to State CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the Subdivider and the County to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with State CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at an accredited public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles, if such an institution agrees to accept the material. If no accredited institution accepts the materials, they may be donated to a local school or historical society in the area for educational purposes. The Qualified Archaeologist shall determine the need for archaeological construction monitoring in the vicinity of the find thereafter.</p> <p>The Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of treatment and/or the any follow-up archaeological construction monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Subdivider to the County, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.</p>	Stop Work Upon Cultural Resource Discovery	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
<p>CUL-3: If human remains are encountered during implementation of the project, in accordance with State Health and Safety Code Section 7050.5 no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains are discovered during excavation activities, the following procedure shall be observed:</p> <ul style="list-style-type: none">Stop immediately and contact the County Coroner:If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC.The NAHC will immediately notify the person it believes to be the MLD of the deceased Native American.The MLD has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.If the owner does not accept the MLD’s recommendations, the owner or the MLD may request mediation by the NAHC.	Comply with state law in the event human remains are encountered. Include Mitigation Measure CUL-3 in Construction Contract Specifications	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
Geology and Soils				
<p>GEO-1: Prior to the issuance of a grading permit, the subdivider shall prepare and obtain approval from the Los Angeles County Department of Public Works (LACDPW) of a Final Geotechnical Engineering Investigation Report based on the final Project design and 40-scale grading plans to address the Project’s specific foundation design.</p> <p>Specific field work, additional and/or modified geotechnical recommendations and laboratory testing may be required in connection with the preparation of the Final Geotechnical Engineering Investigation Report, in order to comply with the recommendations contained within the Updated Summary of Geotechnical Evaluation and Feasibility Study, Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 26, 2021), Geotechnical Addendum Report and Response to Geotechnical Review Comments Regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, Los Angeles County, California (May 1, 2023), and Response to Geotechnical Review Comments dated May 31, 2023 regarding the Proposed Residential Development, Portions of Royal Vista Golf Course, Rowland Heights, California (July 7, 2023). The subdivider shall comply with the conditions contained within the LACDPW Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified by LACDPW. Furthermore, the Project’s final grading, drainage, and erosion control plans must be reviewed and approved by LACDPW before the issuance of a grading permit.</p>	Submit a Final Geotechnical Engineering Investigation Report for review and approval.	Prior to grading permit. issuance	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>GEO-2: Prior to grading permit issuance, the subdivider shall retain a paleontologist who meets the Society of Vertebrate Paleontology’s (SVP, 2010) definition for qualified professional paleontologist (Qualified Paleontologist) to carry out all mitigation related to paleontological resources and provide a copy of the retainer to the LA County Planning. Prior to the start of ground-disturbing activities, the Qualified Paleontologist or their designee shall conduct construction worker paleontological resources sensitivity training for all construction personnel. Construction personnel shall be informed on how to identify the types of paleontological resources that may be encountered, the proper procedures to be enacted in the event of an inadvertent discovery of paleontological resources, and safety precautions to be taken when working with paleontological monitors. The Subdivider shall ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.</p>	Provide a copy of the Qualified Paleontologist Retainer Paleontological Sensitivity Training and Monitoring for all construction personnel. Include Mitigation Measures GEO-2 through GEO-5 in the Construction Contract Specifications	Prior to issuance of Grading Permit and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
GEO- 3: Paleontological monitoring shall be conducted by a qualified paleontological monitor (SVP, 210) working under the direct supervision of the Qualified Paleontologist for the three formations along the following lines: during all ground-disturbing activities below 5 feet in Quaternary alluvium; at all depths within the Yorba Member of the Puente Formation; and initial excavations into the Soquel Sandstone Member of the Monterey Formation. Monitoring within the Soquel Sandstone Member of the Monterey Formation may be discontinued or extended based on geologic conditions at surface at depth. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting sediment samples to wet or dry screen to test promising horizons for smaller fossil remains. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions at the surface or at depth, the Qualified Paleontologist may recommend that monitoring be reduced to periodic spot-checking or cease entirely.			Subdivider or Successor, Permittee, and Qualified Project Paleontologist	County of Los Angeles Department of Planning
GEO-4: If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. An appropriate buffer area shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the monitor's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock/sediment samples for initial processing and evaluation. If a fossil is determined to be significant, the Qualified Paleontologist shall implement a paleontological salvage program to remove the resources from their location, following the guidelines of the SVP (2010). Any fossils encountered and recovered shall be prepared to the point of identification, catalogued, and curated at a public, non-profit institution with a research interest in the material and with retrievable storage, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. If construction personnel discover any potential fossils during construction while the paleontological monitor is not present, regardless of the depth of work or location, work at the discovery location shall cease in a 50-foot radius of the discovery until the Qualified Paleontologist has assessed the discovery and recommended and implemented appropriate treatment as described earlier in this measure.			Subdivider or Successor, Permittee, and Qualified Project Paleontologist	County of Los Angeles Department of Planning
GEO- 5: At the conclusion of paleontological monitoring and prior to the release of the grading bond, the Qualified Paleontologist shall prepare a report summarizing the results of the monitoring and salvage efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The subdivider shall submit the report to the LA County Planning and the Natural History Museum of Los Angeles County.			Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Works and Planning
Greenhouse Gas Emissions				
Implement Mitigation TR-1 and TR-2	Establish and Fund the Metrolink Pass Subsidy Program. Provide an Electric Bicycle to each household.	Prior to Issuance of Building Permit for the First Dwelling Unit	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Works and Planning
PDF GHG-1: Non-quantifiable GHG Reduction Measures. Each dwelling unit shall incorporate the following design features: <ul style="list-style-type: none">• The 360 dwelling units will be wired for solar roof panels which can save energy by producing solar electricity and offer credit for excess solar electricity produced.• Each garage will be wired for EV car charging.• Radiant barrier roof sheathing to improve cooling energy efficiency.• Low-E, dual pane windows block to 95 percent of UV rays.• Improved insulation techniques to help to minimize gaps and higher thermal properties (R-value) add to energy efficiency.• Designed and properly sealed duct system to improve comfort and efficiency.• Programmable thermostats to regulate home temperatures year-round.• Open space buffers adjacent to most existing adjacent residential land uses that include, within which public trails to facilitate pedestrian and bicycle circulation within the Project Site as depicted on the approved Vesting Tentative Tract Map.• To incorporate teleworking, each residential unit would be sized appropriately to accommodate home offices and be equipped with new and efficient internet and phone cable systems. (2021 CAPCOA GHG Handbook Measure Transportation T-4).	Implement Energy and Emission Saving Features	Prior to issuance of a Building Permit for residential unit	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Works and Planning
PDF GHG-2: Quantifiable GHG Reduction Measures. The project shall incorporate the following design features: <ul style="list-style-type: none">• Each unit shall be equipped with high efficiency ENERGY STAR® rated water heater, refrigerator, and dishwashers. (2021 CAPCOA GHG Handbook Measure Energy E-2)• All lighting on the Project Site would be light-emitting diode (LED). (2021 CAPCOA GHG Handbook Measure Energy E-2)• The proposed Project would not include any natural gas infrastructure. (2021 CAPCOA GHG Handbook Measure Energy E-15)• Electricity would be provided by the Clean Power Alliance and would be 100 percent renewable, unless the resident(s) opt-out. (2021 CAPCOA GHG Handbook Measure Energy E-11)• Low-flow water fixtures and native landscaping. (2021 CAPCOA GHG Handbook Measure Water W-5.	Implement Energy and Emission Saving Features	Prior to issuance for a residential unit Building Permit	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
Hazards and Hazardous Materials				
<p>HAZ 1: Soil Management Plan. The subdivider shall require that its contractor(s) develop and implement a Soil Management Plan (SMP) for the management of soil and soil gas before any ground-disturbing activity within the vicinity of the maintenance facility building. The SMP shall include the following, at a minimum:</p> <ul style="list-style-type: none">• Site description, including the hazardous materials that may be encountered.• Roles and responsibilities of onsite workers, supervisors.• Training for site workers focused on the recognition of and response to encountering hazardous materials.• Protocols for the materials testing, handling, removing, transporting, and disposing of all excavated materials in a safe, appropriate, and lawful manner.• In the event that hazardous materials are encountered, reporting requirement to the local regulatory agency with jurisdiction, documenting that site activities were conducted in accordance with the SMP. <p>The SMP shall be provided to the County of Los Angeles Department of Public Works for their review and approval prior to issuance of a grading permit.</p>	Submit a Soil Management Plan for review and approval.	Prior to issuance of Grading Permit	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
Implement Mitigation Measure TR-3	Submit a Construction Staging and Traffic Management Plan for review and approval.	Prior to issuance of Grading Permit and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works, Fire, and Sheriffs
Hydrology and Water Quality				
Implement Mitigation Measure HAZ-1	Submit a Soil Management Plan for review and approval. Comply with MS4 permit.	Prior to issuance of Grading Permit	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
Noise				
<p>NOI-1: Prior to issuance of a grading permit, temporary construction noise barriers shall be erected along Project boundary that separates on-site active construction area and off-site sensitive receivers within 200 feet of the Project boundary. Such noise barriers shall have a minimum height of 10 feet above ground to block the direct line-of-sight between onsite active construction area. Temporary barriers shall include acoustical blankets with a minimum sound transmission class (STC) rating of 25 and noise reduction coefficient (NRC) of 0.75. Temporary noise barriers shall achieve a minimum of 12 dBA reduction in construction noise.</p>	Install Noise Barriers	Prior to issuance of a Grading Permit and During Construction Phases of Demolition, Site Preparation, Grading/Excavation and Drainage/Utilities/Trenching	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Health and Public Works
<p>NOI-2: Prior to issuance of grading permits, the County/Project subdivider shall incorporate the following measures as a note on the grading plan cover sheet:</p> <ul style="list-style-type: none">• Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards and capable of reducing equipment noise levels by a minimum of 3 dBA.• Construction staging areas shall be located at the greatest distance feasible from off-site sensitive uses during Project construction.• The Project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project Site, whenever feasible.	Add noise measures to grading plan cover sheet.	Prior to issuance of a Grading Permit and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Health and Public Works
<p>NOI-3: For off-site improvements related to the traffic signal installation, the contractor shall install temporary noise barriers, prior to the issuance of grading and building permits, between the active construction area and the off-site noise-sensitive receptors. The mobile noise barriers shall achieve sound level reductions of a minimum of 10 dBA between the Project construction sites and the sensitive receptor location. These temporary noise barriers shall be used to block the line-of-sight between the engine of the crane and similarly elevated ground-level noise-sensitive receptors. The barriers should allow for repositioning in order to block the noise at the sensitive receptor as construction activities move along the Project boundary. A noise barrier is not required if it would pose a safety risk or unreasonably prevent access to the construction area as deemed by the on-site construction manager such as in areas that have limited equipment maneuvering space or access. Any barrier capable of a reduction greater than 12 dBA would require greater height and heavier noise insulation which would make mobility of the barrier infeasible and cause safety concerns related to barrier stability. Further, noise barriers would only be effective if they block the line-of-sight to sensitive receptors. The contractor shall provide documentation verifying compliance with this measure.</p>	Install Noise Barriers	Prior to issuance of Grading and Building Permits and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Health and Public Works
<p>NOI-4: During construction, vibratory pile drivers and/or vibratory rollers shall not be used within 75 feet of residential buildings adjacent to the Project Site</p>	Ban Pile Driving/Vibration equipment within 75 feet of residential buildings. Include Mitigation Measures NOI-4 in the Construction Contract Specifications	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Health
<p>PDF NOI-1: Construction activities occurring as part of the Project shall be subject to the limitations which states that construction activities may occur between 7:00 a.m. and 7:00 p.m. Mondays through Saturdays. No construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Chief Building Official or his or her authorized representative.</p>	Comply with Title 22 which regulates construction hours. Include Mitigation Measures PDF NOI-1 in the Construction Contract Specifications	During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Health

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
Public Services				
Implement of Mitigation Measure TR-3.	Construction Staging and Traffic Management Plan	Prior to issuance of a Grading Permit and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
Transportation				
<p>TR 1: Implement Subsidized or Discounted Transit Program</p> <p>In order to encourage use of the Metrolink commuter rail system and reduce commute-related VMT in the region, the homeowner’s association (HOA) shall provide a reimbursement subsidy of up to 50 percent of the cost of one Metrolink monthly pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding).. Consistent with the guidance provided in the 2021 Handbook which states that projects may be located up to two (2) miles from high-quality transit service when access is supported by bicycle, the subdivider will also provide an electric bicycle with the purchase of each dwelling unit in order to support the effectiveness of this measure (discussed in further detail below).</p> <p>It should be noted that monthly passes for the Metrolink system are sold based on the specific origin and destination stations both for cost and ticketing purposes (e.g., a monthly pass from Industry Station to L.A. Union Station costs approximately \$238.00, while a monthly pass from Industry Station to Riverside – Downtown Station costs approximately \$259.00). As the destination stations for future residents cannot be determined in advance, it is not feasible for the subdivider to pre-purchase and distribute passes along with the purchase of each dwelling unit. Instead, the subdivider/HOA will advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement cost for Metrolink passes shall not exceed \$20,250.00 to the subdivider /HOA.</p> <p>The project site is also served by public bus transit. As described in Section 3.2, public bus transit service in the vicinity is provided by Foothill Transit. Public bus stops are provided at the intersections of Fairway Drive-Brea Canyon Cutoff Road/Colima Road and Lake Canyon Drive/Colima Road, with service approximately every 20-30 minutes during the peak commute hours. Therefore, in addition to the Metrolink subsidies, the subdivider /HOA shall also provide a reimbursement subsidy of up to 50 percent of the cost of one Foothill Transit monthly bus pass per residential dwelling unit for five (5) years (the subdivider shall administer and fund the reimbursement subsidy program for the first three [3] years, at which point the HOA shall take over administration and funding) in order to encourage the use of bus transit and reduce residential VMT in the region. A 31-day Foothill Transit bus pass costs approximately \$60.00. The subdivider /HOA shall advertise the subsidy program to future residents at the time of purchase, and once a year for the remaining years of the subsidy program. As the total cost of the transit passes cannot be determined in advance, the total yearly homeowner transit subsidy reimbursement for Foothill Transit bus passes shall not exceed \$24,750.00 to the subdivider /HOA.</p> <p>Total annual transit reimbursement subsidies (Metrolink and Foothill Transit) paid by the subdivider/HOA will not exceed \$45,000 per year for the five (5)-year period. The subdivider/HOA will provide a report to Los Angeles County Departments of Public Works and Planning six (6) months prior to the end of the fifth year, detailing the use of the transit subsidy program. The County will determine within 90 days if the use of the transit subsidy program should continue for an additional five (5) years. In no event shall the transit subsidy program last more than a total of 10 years.</p> <p>To ensure the transfer of the transit subsidy program, the subdivider shall provide in the CC&Rs a method for the continuous maintenance, administration, operation of the fund for the period specified, to the satisfaction of the Director of Planning.</p>	<p>Establish and fund a Subsidized or Discounted Transit Program (Metrolink / Foothill Transit Pass Subsidy)</p> <p>Provide a copy of the final CC&R which includes the above requirement to provide the above mitigation.</p>	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Departments of Public Works and Planning
<p>TR-2: Electric Bicycles. The subdivider shall provide an electric bicycle along with the purchase of each dwelling unit at the close of escrow. The provision of electric bicycles is expected to support implementation of the transit subsidy program by providing an alternative last-mile connection to the nearby Metrolink Industry Station.</p>	<p>Demonstrate the program has been established and funded.</p> <p>Provide each household with an Electric Bicycle</p> <p>Provide a copy of the final CC&R which includes the above requirements to provide the above mitigation.</p>	Prior to Final Map Recordation.	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works and Planning

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
<p>TR 3: Construction Staging and Traffic Management Plan. Prior to commencement of Project construction, the Subdivider shall submit a detailed Construction Staging and Traffic Management Plan (CSTMP) to the LACDPW, the LACSD, and the Fire Department for review and approval. The CSTMP shall include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), identify emergency evacuation routes, and a staging plan. The CSTMP would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site, if any. The CSTMP also would include features such as notification to adjacent property owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible. Accordingly, the CSTMP shall include, but not be limited to, the following features, as appropriate:</p> <ul style="list-style-type: none">• Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the Project Site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on-and-off-site locations;• Coordinate with the County and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses;• Coordinate with Foothill Transit to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the transit agency;• Limit any potential roadway lane closure/s to off-peak travel periods, to the extent feasible;• Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;• To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with County and/or State-approved detour/traffic control plans;• Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers. Should any temporary closure of an existing sidewalk be required, appropriate pedestrian detours will be established and signed as such so as to maintain public pedestrian circulation. The Subdivider shall submit all necessary permit applications prior to commencing construction activities which might encroach on public right-of-way;• Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to access the Project Site, traffic controls and detours, and proposed construction phasing plan for the Project;• Require the Subdivider to keep all public roadways adjacent to the Project Site clean and free of debris including, but not limited to, gravel and dirt as a result of its construction activities;• Schedule delivery of construction materials and hauling/transport of oversize loads to nonpeak travel periods, to the extent possible;• Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities (i.e., the Orange and Pomona freeways), if needed;• Haul trucks entering or exiting public streets shall at all times yield to public traffic;• Construction-related parking and staging of vehicles shall occur on-site to the extent possible;• Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;• Prohibit parking by construction workers on nearby streets and direct construction workers to available/designated parking areas within and adjacent to the Project Site; and• The construction zone traffic control plans detailed in the CSTMP shall meet standards established in the current California Manual on Uniform Traffic Control Devices (MUTCD) as well as Los Angeles County requirements. The traffic control plans should be prepared by either a Civil or Traffic Engineer licensed by the State of California.	<p>Submit a Construction Staging and Traffic Management Plan for review and approval.</p>	<p>Prior to issuance of Grading Permit and During Construction</p>	<p>Subdivider or Successor, and Permittee</p>	<p>County of Los Angeles Departments of Public Works, Fire, and Sheriff's.</p>
<p>PDF T-1. Increase Residential Density</p> <p>This measure accounts for the VMT reduction achieved by a project that is designed with a higher density (residential density of 2.72 dwelling units per acre) of dwelling units compared to the average residential density in the country. When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant TAZ is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.</p> <p>The Project-generated VMT is derived from the County's VMT Tool, which is based on SCAG travel demand model data. Therefore, the Project's potential VMT reduction is determined by comparing the residential density without and with the Project's proposed residential development proposed for Planning Areas 1, 2 and 3, and comparing the residential density TAZ without and with the residential development proposed for Planning Area 5. The residential density of each TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel.</p>	<p>Implement PDF.</p>	<p>Project attribute, any future changes to the project cannot include a density reduction. Any reduction in the proposed project's residential density would require the project to submit a revised traffic impact analysis for review and approval to the satisfaction of Public Works.</p>	<p>Subdivider, or Successor, and Permittee</p>	<p>County of Los Angeles Departments of Public Works and I Planning</p>

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
<p>PDF T-2. Locate Project near Bike Path/Bike Lane</p> <p>This measure requires projects to be located within a 0.5-mile bicycling distance from an existing Class I bike path or Class II bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations.</p> <p>The proposed Project Site is located within a 0.5-mile distance of the existing Class I bicycle lanes along Fairway Drive and along Golden Springs Road. As noted in Section 3.1.2, future bicycle lanes are planned for Colima Road and Brea Canyon Cutoff Road in the immediate vicinity of the Project Site, which would provide connections to the existing bicycle lanes west and south of the site. Upon installation of the planned bicycle lanes, the Project Site would be served by regional-serving bicycle facilities that connect to work/retail destinations and facilitate bicycle commuting.</p> <p>The proposed Project is planned to provide recreational multi-use trails within the Project Site which are expected to accommodate pedestrians, bicycles, and other non-motorized modes of travel. The multi-use trail system will connect to the internal project roadways as well as public sidewalks and roadways at various places, including along Colima Road. Therefore, the Project Site is planned to provide convenient connections to the future bicycle lanes for residents of the Project Site as well as the general public. It is expected that providing connections throughout the Project Site to regional bicycle facilities will result in greater substitution of bicycle trips for vehicle trips. Therefore, the Project is well-located and designed to attain expanded VMT reductions in the future when the planned bicycle facilities are installed.</p>	Implement PDF	Project attribute, monitoring not needed.	Subdivider, or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>PDF T-3. Fairway Drive/SR-60 Freeway Ramps</p> <p>The exclusive northbound right-turn lane at the SR-60 Freeway EB on-ramp would be restriped to accommodate a shared through/right-turn lane, and the other northbound lanes would be restriped to accommodate the full extent of the forecast northbound left-turn queue. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Fairway Drive. It should be noted that the reconfiguration of the northbound lanes at the SR-60 Freeway ramp intersections would require approval from Caltrans prior to being implemented by the Project Subdivider. If the Caltrans does not concur with this improvement, this improvement will not be required.</p>	Submit for review and approval traffic signal plan and signing and striping plan and bond for the improvement to the satisfaction of Public Works/Caltrans.	Prior to Final Map Recordation.	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>PDF T-4. Fairway Drive/East Walnut Drive South</p> <p>The westbound approach along East Walnut Drive South is approximately 20 feet wide, and is currently striped to provide one 10-foot-wide shared through/left-turn lane and one 10-foot-wide right turn lane. In order to better accommodate the forecast right-turn queues, the westbound right-turn lane striping shall be extended to provide an additional 50 feet of storage space. The lane striping will terminate prior to the existing driveway along the north side of the roadway in order to maintain full access to the existing parcel. The roadway width along the westbound approach of East Walnut Drive South is adequate for vehicles to utilize the curb lane (i.e., a de facto turn lane) should additional storage space be required</p>	Submit signing and striping plans for review and approval, and bonds for the improvement to the satisfaction of Public Works.	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>PDF T-5. Fairway Drive-Brea Canyon Cutoff Road/Colima Road</p> <ul style="list-style-type: none">Northbound Left-Turn: To better accommodate the left-turn queues and improve overall operations at the intersection, the raised concrete median adjacent to the northbound left-turn lane shall be modified and narrowed in order to accommodate the extension of the left-turn lane by 60 feet. In order to maintain full access to the existing parcel along the west side of the roadway, the median should not extend further to the south.Northbound Right-Turn: In order to adequately accommodate the forecast right-turn queues, the lane striping would be extended to provide an additional 10 feet of storage space for the northbound right-turn lane.Eastbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the eastbound left-turn lane would be modified to accommodate the extension left-turn lane by 60 feet.Westbound Left-Turn: In order to adequately accommodate the left-turn queues, the raised concrete median adjacent to the westbound left-turn lane will be modified to accommodate the extension left-turn lane by 105 feet.	Submit traffic signal plan, signing and striping plan for review and approval, and bonds for the improvements to the satisfaction of Public Works	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>PDF T-6. Project Driveway-Walnut Leaf Drive/Colima Road</p> <p>The Walnut Leaf Drive approach would be restriped to accommodate eastbound left-turns into the project driveway, located at north approach by an exclusive left-turn lane, restriped to provide one southbound departure lane, as well as one shared left-through lane and one right-turn lane on the northbound approach. It is not anticipated that any roadway widening would be required in order to accommodate the proposed lane configuration on Walnut Leaf Drive.</p>	Submit signing and striping plan for review and approval, and bonds for the improvement to the satisfaction of Public Works	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
<p>PDF T-7. Tierra Luna-Project Driveway/Colima Road</p> <p>The proposed Project would construct a driveway at the existing Tierra Luna/Colima Road intersection. The Project driveway will tie-in to the intersection as the new south leg of the existing unsignalized "T"-intersection. The existing signalized pedestrian and golf cart crossing across Colima Road is planned to be relocated with a traffic signal installed at the future Tierra Luna/Colima Road intersection in order to maintain pedestrian access across Colima Road. The golf cart path south of Colima Road will be removed in order to accommodate the open space on Planning Area 4 and the proposed single-family homes on Planning Area 5; therefore, pedestrian crossings across Colima Road are planned to be accommodated at the Tierra Luna/Colima Road intersection instead. Colima Road shall be restriped to accommodate exclusive westbound left turns into the project driveway.</p>	Submit for review and approval traffic signal plan and signing and striping plan and bond for the improvements to the satisfaction of Public Works.	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works

Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency/Party	Monitoring Agency/Party
PDF T-8. Lemon Avenue/Golden Springs Drive The traffic signal shall be modified to provide a westbound right-turn overlap phase (i.e., the westbound right-turns would receive a green arrow concurrent with the existing protected southbound phase). The improvement is anticipated to result in a reduction in the westbound right-turn queues. This improvement will require approval from the City of Diamond Bar prior to implementing this improvement. If the City does not concur with this improvement, this improvement will not be required.	Submit approved traffic signal plan and signing and striping plan and bond for the improvement to the satisfaction of Public Works/City of Diamond Bar.	Prior to Final Map Recordation	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works
Tribal Cultural Resources				
TCR 1: A qualified Native American Monitor from the Gabrieleno Band of Mission Indians-Kizh Nation shall be retained to monitor all grading activities within the Project Site. Prior to ground disturbing activities, the subdivider shall provide evidence of a separate executed monitoring agreement with the Gabrieleno Band of Mission Indians-Kizh Nation for the monitoring of all grading activities, to the satisfaction of the monitoring agency. In the event archaeological resources are encountered during Project grading, all ground-disturbing activities within the vicinity of the find shall cease. The Native American Monitor shall evaluate and record all tribal cultural resources. The Native American Monitor shall also maintain a daily monitoring log that contains descriptions of the daily construction activities, locations with diagrams, soils, and documentation of tribal cultural resources identified. The monitoring log and photo documentation, accompanied by a photo key, shall be submitted to the LA County Planning upon completion of the grading activity	Provide a copy of the retainer for a Tribal Cultural Resources Monitor.	Prior to issuance of a Grading Permit	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
TCR-2: If the Native American Monitor determines the resources are not tribal cultural resources, a qualified archaeologist shall be notified of the find and the action set forth in Mitigation Measure CUL-2 shall be taken.	Provide a copy of the retainer for a Tribal Cultural Resources Monitor.	Prior to issuance of a Grading Permit	Subdivider or Successor, and Permittee	County of Los Angeles Department of Planning
Wildfire				
Implement of Mitigation Measure TR-3	Submit a Construction Staging and Traffic Management Plan for review and approval.	Prior to issuance of a Grading Permit and During Construction	Subdivider or Successor, and Permittee	County of Los Angeles Department of Public Works