

4.0 MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP), which is provided in **Table 4-1**, *Mitigation Monitoring and Reporting Program*, has been prepared pursuant to Public Resources Code Section 21081.6 and State Guidelines Section 15097, which require adoption of a MMRP for projects in which the Lead Agency has adopted mitigation to avoid significant environmental effects. The County of Los Angeles is the Lead Agency for the proposed Harbor-UCLA Medical Center Campus Master Plan Project (Master Plan Project or Project) and therefore is responsible for implementing the MMRP. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Initial Study (IS), and Draft and Final EIR (designated by the respective environmental issue within Chapter 4.0 of the EIR) are implemented, thereby minimizing identified environmental effects. For convenience of tracking, this MMRP also includes the proposed Project Design Features (PDFs) identified throughout Chapter 4.0 the Draft EIR. The PDFs are specific design elements that have been incorporated into the Project, or standard procedures, and reflected in the construction specifications and final plans implemented in accordance with County protocol to prevent the occurrence of or to minimize the significance of potential environmental effects. Because PDFs have been incorporated into the Project, they do not constitute mitigation measures, as defined by Section 15126.4 of the State CEQA Guidelines (Title 14 of the California Code of Regulations).

The MMRP for the proposed Project will be in place through all phases of the Project, including design (preconstruction), construction, and operation (both prior to and post-occupancy).

Each mitigation measure is categorized by impact area, with an accompanying identification of:

- The phase of the project during which the measure should be monitored;
 - Pre-construction
 - Construction
 - Prior to occupancy
 - Post-occupancy
- The enforcement agency; and
- The monitoring agency.

Table 4-1

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
4.B AIR QUALITY						
<p>PDF AQ-1: The Project would be designed and operate to meet or exceed the applicable green building, energy, water, and waste requirements of the State of California Green Building Standards Code and the Los Angeles County Green Building Ordinance and meet the standards of the USGBC LEED Silver Certification level or its equivalent. Green building measures would include, but are not limited to the following:</p> <ul style="list-style-type: none"> ▪ The Project would implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of nonhazardous construction debris. ▪ The Project would be designed to optimize energy performance and reduce building energy cost by 5 percent or more for new construction and 3 percent or more for major renovations compared to ASHRAE 90.1-2010, Appendix G and the Title 24 (2013) Building Standards Code. ▪ The Project would reduce indoor and outdoor water use by a minimum of 20 percent compared to baseline standards by installing water fixtures that exceed applicable standards. The reduction in potable water would be achieved through the installation of 	Project Design/Pre-Construction	Los Angeles County Department of Public Works (LACDPW)	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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<p>high-efficiency water faucets, high-efficiency toilets, flushless urinals, water-efficient irrigation systems, planting native or drought-tolerant plant species, using recycled water for landscaping, or other similar means.</p> <ul style="list-style-type: none"> ▪ The Project would include lighting controls with occupancy sensors to take advantage of available natural light. ▪ The Project shall install cool roofs for heat island reduction and strive to meet the CALGreen Tier 1 Solar Reflectance Index (SRI) or equivalent. ▪ Project buildings shall be constructed with solar-ready rooftops that provide for the installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems. The building design documents shall show an allocated Solar Zone and the pathway for interconnecting the PV or SWH system with the building electrical or plumbing system. The Solar Zone is a section of the roof that has been specifically designated and reserved for the installation of a solar PV system, SWH system, and/or other solar generating system. The Solar Zone must be kept free from roof penetrations and have minimal shading. ▪ The Project would be designed and 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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<p>operated with mechanically ventilated areas that would utilize air filtration media for outside and return air prior to occupancy that provides at least a Minimum Efficiency Reporting Value (MERV) of 15 as required for hospital inpatient care.</p> <ul style="list-style-type: none"> ▪ To encourage carpooling and the use of electric vehicles by project employees and visitors, the County shall designate a minimum of eight (8) percent on-site parking for carpool and/or alternative-fueled vehicles and shall pre-wire, or install conduit and panel capacity for, electric vehicle charging stations for a minimum of five (5) percent of on-site parking spaces. ▪ The Project shall appropriate incorporate bicycle infrastructure including bicycle parking and “end-of-trip” facilities in compliance with the applicable portions of the County’s Healthy Design Ordinance (HDO) (Los Angeles County Code, Title 22, Section 22.52.1225). 						
<p>PDF AQ-2: The Project shall implement the following measures during construction activities:</p> <ul style="list-style-type: none"> ▪ The Project shall require construction contractor(s) to utilize off-road diesel-powered construction equipment that meets or exceeds the CARB and USEPA 	Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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<p>Tier 4 off-road emissions standard for equipment rated at 50 hp or greater during Project construction.</p> <ul style="list-style-type: none"> ▪ To the extent possible, pole power will be made available for use with electric tools, equipment, lighting, etc. These requirements shall be included in applicable bid documents and successful contractor(s) must demonstrate the ability to supply such equipment. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. ▪ The Project shall encourage construction contractors to apply for SCAQMD "SOON" funds, which provides funds to accelerate the clean-up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm. ▪ In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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<p>construction shall be limited to five minutes at any location.</p> <ul style="list-style-type: none"> ▪ The County shall prohibit heavy-duty construction equipment and truck queuing and staging in front of on-site building entrances and exits. ▪ The Project shall comply with the applicable provisions of SCAQMD Rule 403 to minimize generation of fugitive dust. Active demolition or grading construction areas and unpaved roads shall be controlled by temporary covers or wetted sufficiently to reduce dust. ▪ Enhanced watering shall be required for soil moving activities within 100 feet of the existing patient tower, such as ensuring that water is applied not more than 15 minutes prior to soil excavation. ▪ On-site vehicles shall be limited to 15 miles per hour on unpaved roadways. ▪ Haul trucks carrying dirt, soil, sand, or other loose material shall be covered and maintain a freeboard height of 12 inches. ▪ Prior to leaving areas of active construction, haul trucks would be inspected and put through procedures as necessary to remove loose debris from tire wells and on the truck exterior to prevent track out. ▪ Construction areas shall install 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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<p>temporary fencing, if necessary, to prevent debris and material movement on the site and into patient care buildings or to off-site areas.</p> <ul style="list-style-type: none"> ▪ The County shall ensure building air filtration media and heating, ventilation, and air conditioning (HVAC) systems are serviced, maintained, and replaced per manufacturers specifications and are not compromised from the accumulation of particulate matter and fugitive dust. ▪ All coatings used on-site shall comply with SCAQMD Rule 1113, as applicable. The project will strive to utilize material which is pre-primed or pre-painted. Additionally, the project shall limit daily application of architectural coatings applied on-site to 170 gallons per day with an average of 50 grams VOC per liter of coating, less water and less exempt compounds, or equivalent usage resulting in similar or less VOC emissions. For example, stains, specialty primers, and industrial maintenance coatings allowed by Rule 1113 that contain VOCs at a level of 100 grams per liter of coating, less water and less exempt compounds would be limited to 85 gallons per day on site 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
4.D GEOLOGY AND SOILS						
<p>MM-GEO-1: All recommendations included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C of this Draft EIR) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall include the following measures to mitigate potential fault rupture, seismic ground shaking, and liquefaction hazards identified under Impact GEO-1:</p> <ul style="list-style-type: none"> ▪ <i>Seismicity:</i> Structural elements of future improvements shall be designed to resist or accommodate appropriate site-specific ground motions and conform to the current seismic design standards. ▪ <i>Liquefaction:</i> An assessment of the liquefaction potential and seismically induced dynamic settlement shall be made prior to detailed design and construction of the proposed Project. Structural design and mitigation techniques, such as in-situ ground modification or supporting 	<p>Construction Post-occupancy</p>	<p>LACDPW</p>	<p>LACDPW</p>			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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<p>foundations with piles at depths designed specifically for liquefaction, shall be included.</p> <p>To evaluate the potential liquefaction hazard for the Project, a subsurface evaluation could be performed. Site-specific geotechnical evaluations that assess the liquefaction and dynamic settlement characteristics of the on-site soils shall include the drilling of exploratory borings, evaluation of groundwater depths, and laboratory testing of soils.</p> <p>Methods for construction in areas with a potential for liquefaction hazard may include in-situ ground modification, removal of liquefiable layers and replacement with compacted fill, or support of Project improvements on piles at depths designed specifically for liquefaction. Pile foundations can be designed for a liquefaction hazard by supporting the piles in dense soil or bedrock located below the liquefiable zone or other appropriate methods as evaluated during the site-specific evaluation. Additional recommendations for mitigation of liquefaction may include densification by installation of stone columns, vibration, deep dynamic compaction, and/or compaction grouting.</p>						
MM-GEO-2: All recommendations	Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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<p>included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C of this Draft EIR) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall include the following measures to mitigate unstable soil hazards identified under Impacts GEO-3:</p> <ul style="list-style-type: none"> ▪ <i>Compressible/Collapsible Soils and Settlement:</i> An assessment of the potential for soils that are prone to settlement shall be made prior to detailed design and construction of Project improvements, and mitigation techniques shall be developed, as appropriate, to reduce impacts related to settlement to low levels. <p>During the detailed design phase of the Project components, surface reconnaissance and site-specific geotechnical evaluations shall be performed to assess the settlement potential of the on-site natural soils and undocumented fill. This may include detailed surface reconnaissance to evaluate site</p>	Post-occupancy					

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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<p>conditions, drilling of exploratory borings or test pits, and laboratory testing of soils, where appropriate, to evaluate site conditions.</p> <p>Prescribed mitigation measures for soils with the potential for settlement include removal of compressible/collapsible soil layers and replacement with compacted fill; surcharging to induce settlement prior to construction of new fills; and specialized foundation design, including the use of deep foundation systems to support structures. Varieties of in-situ soil improvement techniques are also available, such as dynamic compaction (heavy tamping) or compaction grouting.</p> <ul style="list-style-type: none"> ▪ <i>Shallow Groundwater:</i> A subsurface exploration shall be performed during the detailed design phase of future improvements to evaluate the presence of groundwater, seepage, and/or perched groundwater at the site and the potential impacts on design and construction of Project improvements. Assessment of the potential for shallow groundwater would be evaluated during the design phase of the Project and mitigation techniques would be developed, as 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
appropriate, to reduce the impacts related to shallow groundwater to low levels. Therefore, potential impacts due to groundwater would be reduced with incorporation of techniques such as construction dewatering.						
<p>MM-GEO-3: All recommendations included in the Preliminary Geotechnical Evaluation prepared for the Project (provided in Appendix C) shall be followed. A detailed subsurface geotechnical evaluation shall be performed to address site-specific conditions at the locations of the planned improvements and provide detailed recommendations for design and construction. The geotechnical evaluation shall include the following measures to mitigate expansive soils hazards identified under Impacts GEO-4.</p> <ul style="list-style-type: none"> ▪ <i>Expansive Soils:</i> An assessment of the potential for expansive soils will be conducted during the detailed design and construction phases of the Project. Mitigation techniques such as over excavation and replacement with non-expansive soil, soil treatment, moisture management, and/or specific structural design for 	Construction Post-occupancy	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>expansive soil conditions would reduce the impact from expansive soils to low levels.</p> <ul style="list-style-type: none"> <p><i>Corrosive Soils:</i> An assessment of the potential for corrosive soils will be conducted during the detailed design phase of the Project through a subsurface evaluation including soil testing and analysis of soils at foundation design depths. Laboratory tests would include corrosivity tests to evaluate the corrosivity of the subsurface soils. Data will be reviewed by a corrosion engineer and mitigation techniques suitable for the proposed Project will be implemented as appropriate. Mitigation of corrosive soil conditions could include the use of concrete resistant to sulfate exposure. Corrosion protection for metals used in underground foundations or structures in areas where corrosive groundwater or soil could potentially cause deterioration could include epoxy and metallic protective coatings, the use of alternative (corrosion resistant) materials, and selection of the appropriate type of cement and water/cement ratio.</p> 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
Specific measures to reduce the potential effects would be developed in the design phase and would reduce impacts related to corrosive soils to low levels.						
4.F HAZARDS AND HAZARDOUS MATERIALS						
<p>MM-HAZ-1: The abatement of ACMs, LBP, and PCBs in existing on-site buildings shall be conducted in accordance with the recommendations of the Hazardous Building Materials Survey prepared for the Harbor-UCLA Campus, which are as follows:</p> <ul style="list-style-type: none"> ▪ The identified ACMs and surfaces containing LBP should not be disturbed. Prior to renovation or demolition activities which would disturb identified ACMs, and LCSs, a licensed abatement removal contractor shall remove the ACMs and LCS, and perform paint stabilization activities as needed. The licensed abatement contractor shall maintain current licenses as required by applicable state or local jurisdictions for the removal, transporting, disposal, or other regulated activities. ▪ The identified surface containing LBP shall not be disturbed. Any LBP in a non-intact condition shall be abated or the component properly removed or 	Construction Post-occupancy	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>encapsulated. Lead containing ceramic tiles shall be removed prior to demolition activities. Any lead related removal activities shall be performed in accordance with the OSHA Lead in Construction Standard, Title 8 California Code of Regulations (CCR) 1532.1.</p> <ul style="list-style-type: none"> Proper LBP waste stream categorization is required. Prior to any demolition activities, a composite sample of the representative LBP material (ceramic tiles and loose and flaking paint) shall be analyzed for total lead for comparison with the Total Threshold Limit Concentration in accordance with EPA reference method SW-846. If the concentration of total lead is greater than or equal to 1,000 milligrams per kilogram (mg/kg), the LBP waste material shall be disposed at a landfill which can receive such wastes. If the concentration is less than 50 mg/kg the sample may be disposed as construction debris, if it is to remain in California. If the total lead result is greater than or equal to 50 mg/kg and less than 1,000 mg/kg, the sample shall be further analyzed for soluble lead by the Waste Extraction Test for comparison with the Soluble Threshold Limit Concentration as described in Title 22 CCR 66261.24a. Additionally, if 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>the result is greater than or equal to 100 mg/kg the sample shall be further analyzed for leachable lead by the Toxicity Characteristic Leaching Procedure for comparison with the Resource Conservation and Recovery Act (RCRA) limits. Based on the results of the soluble and leachable analysis the waste material may require disposal as a RCRA-Hazardous waste or non-RCRA-(California-) Hazardous waste.</p> <ul style="list-style-type: none"> ▪ Miscellaneous hazardous building materials shall be removed and properly recycled or disposed by the licensed abatement contractor prior to renovation or demolition activities. Contractor shall provide proper manifesting for all hazardous materials removed and recycled to prove the disposal of all materials was completed in accordance with local, state, and federal requirements. ▪ Abatement monitoring consulting services shall be performed by a third-party environmental consultant, to include oversight of abatement contractor activities to be performed in accordance with the abatement specifications, daily air monitoring, clearances (asbestos and lead), verification of complete removal of hazardous materials, and preparation of a closeout report summarizing the 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
abatement activities.						
<p>MM-HAZ-2: Prior to initiation of excavation and grading activities in the areas identified in the Phase I Assessment as containing potential soil contamination or for which site closure is not confirmed (from either on- or off-site USTs/LUSTs or ASTs), Harbor-UCLA shall retain a qualified environmental consultant to prepare a Soils Management Plan for each development phase to be submitted to the Los Angeles County Fire Department for review and approval. The Soils Management Plan shall be implemented during excavation and grading activities for proposed improvements in the areas identified in the Phase I assessment as containing potential soil contamination to ensure that site closure is properly implemented and any contaminated soils encountered are properly identified, removed and disposed of off-site. The plan shall include the following:</p> <ul style="list-style-type: none"> ▪ A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the Soils Management Plan and to actively monitor the soils and excavations for evidence of contamination. ▪ Any soil encountered during 	<p>Construction Post-occupancy</p>	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>excavation or grading activities that appears to have been affected by hydrocarbons or any other contamination shall be evaluated, based upon appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility.</p> <ul style="list-style-type: none"> All identified contaminated soils shall be properly removed, handled and transported to an appropriately licensed disposal facility, in accordance with the Soils Management Plan prepared for each respective development phase. 						
4.I NOISE						
PDF-NOISE-1: The Project contractor(s) will equip all construction equipment, fixed and mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.	Construction	LACDPW	LACDPW			
PDF-NOISE-2: On-site construction equipment staging area shall be located as far as feasible from sensitive uses/hospital patient buildings.	Construction	LACDPW	LACDPW			
PDF-NOISE-3: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited near sensitive uses/patient buildings.	Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
PDF-NOISE-4: Engine idling from construction equipment such as bulldozers and haul trucks shall be limited, to the extent feasible.	Construction	LACDPW	LACDPW			
PDF NOISE-5: Effective noise barriers will be designed and erected as needed to shield on-site uses from excessive construction-related noise.	Construction	LACDPW	LACDPW			
PDF NOISE-6: To reduce the potential for serious construction-related vibration effects to on-site operating rooms or other vibration sensitive medical uses (such as laboratories), the Project contractor(s) shall perform appropriate study of the potential for peak particle velocities to reach or exceed 0.008 inches per second PPV whenever construction involving the use of heavy duty equipment is planned within 125 feet of such an on- site medical use. If, based on site-specific conditions, this study indicates potential for detrimental effects, strategies to minimize the effects shall be incorporated into the construction plan.	Pre-construction Construction	LACDPW	LACDPW			
PDF-NOISE-7: As required by LACC, an acoustical analysis of the mechanical plans of the proposed buildings will be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that all mechanical equipment would be designed to meet	Prior to Issuance of Building Permits	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
noise limits in Table 4.I-6.						
<p>MM-NOISE-1: Temporary noise barriers shall be used to block the line-of-site between the construction equipment and noise-sensitive receptors during project construction, as follows:</p> <ul style="list-style-type: none"> ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the southern boundary of the Project construction site to reduce construction noise at the single- and multi-family residential uses across 220th Street during Phase C, Phase 2, Phase 3, Phase 5, Phase 6, and Phase LA Biomed. ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the northern boundaries of the Project construction site to reduce construction noise at the multi-family residential uses across Carson Street during Phase 4. ▪ Provide a temporary 15-foot tall noise barrier capable of achieving a 15 dB reduction along the northern boundary of the Project construction site to reduce construction noise at 	Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
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the single-family residential uses across Vermont Avenue during Phase 2, Phase 4, and Phase 5.						
4.K.1 FIRE SERVICES						
<p>PDF-FIRE-1: The County’s, designers, construction contractors, and tenants for/of development under the Project will implement the conditions of approval identified by LACFD in its November 2014, July 2015, and January 2016 correspondence, which are included in Appendix J-1, <i>Fire Department Correspondence</i>, of this Draft EIR.</p> <p>The LACFD conditions of approval referenced above are summarized below and include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Provide multiple ingress/egress access for circulation of traffic and emergency response vehicles. ▪ Every building constructed shall be accessible to Fire Department apparatus by way of Fire Apparatus Access Roads of not less than the minimum widths prescribed in Fire Code Section 503.2.1, with roadways extending to within 150 feet of all 	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>portions of the exterior walls when measured by an unobstructed route around the exterior of the building.</p> <ul style="list-style-type: none"> ▪ Fire Apparatus Access Roads shall be a minimum unobstructed width of 28 feet exclusive of shoulders and have unobstructed vertical clearance “clear to sky” ▪ Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. ▪ Provide approved signs or other approved notices or markings that include the words “NO PARKING – FIRE LANE”. ▪ Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction. ▪ Approved building address numbers, building numbers, or approved building identification shall be provided and maintained so as to be plainly visible and legible from the street fronting the property. ▪ The method of gate control shall be 						

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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<p>subject to review by the Fire Department prior to approval, and shall meet specified width, positioning, emergency power, and emergency access requirements.</p> <ul style="list-style-type: none"> ▪ The development may require fire flows up to 8,000 gpm at 20 psi residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used. ▪ Fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants, with no portion of a lot frontage more than 200 feet via vehicular access from a public hydrant, and no portion of a building exceeding 400 feet via vehicular access from public fire hydrant. ▪ All required public fire hydrants shall be installed, tested, and accepted prior to beginning construction. ▪ Provide a Fire Department-approved fire sprinkler system in all proposed buildings. 						
MM FIRE-1: The Project construction	Pre-construction	LACDPW	LACDPW			

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contractors will regularly notify and coordinate with the LACFD concerning Project construction activities, including any on- and off-Campus lane closures and other construction activities that could affect emergency access and emergency response times.	Construction					
4.K.2 SHERIFF PROTECTION						
PDF-SHER-1: The County Department of Public Works shall provide the LACSD CSB with the on-site satellite station space, locker space, and associated parking spaces, required to serve the Project. This shall include, at a minimum, the existing amount of satellite station space (927 sf), locker room space (1,672 sf), and associated parking spaces, plus an additional 36 percent (approximately 1,000 sf) of this operational space and associated parking to serve the net increase in on-site employees and patients under the Project.	Pre-construction Construction	LACDPW	LACDPW			
PDF-SHER-2: Project design shall adhere to the Crime Prevention Through Environmental Design (CPTED) principles. This shall include, but not be limited to, the provision of physical design features that discourage crime such as defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The CPTED features shall be identified on the design plans for the Project which shall be	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

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provided to the LACSD for review and approval.						
MM SHER-1: During Project construction, construction sites will be fully fenced, lighted with security lighting, and patrolled by either the LACSD on-site satellite station personnel (either sworn officers or contract security guards) or private security hired by DHS.	Pre-construction Construction	LACDPW	LACDPW			
MM SHER-2: Emergency access to the LACSD will be provided and maintained to existing and new uses on-site uses, and to off-site uses, throughout construction.	Pre-construction Construction	LACDPW	LACDPW			
MM SHER-3: The Project construction contractors will regularly notify and coordinate with the LACSD concerning Project construction activities, including any on- and off-Campus lane closures and other construction activities that could affect emergency access or emergency response times.	Pre-construction Construction	LACDPW	LACDPW			
MM SHER-4: The Security Management Plan for the Harbor-UCLA Campus will be updated by DHS, in consultation with the LACSD, to address the proposed physical and operational changes to the Campus	Prior to Occupancy	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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				Initial	Date	Comments
under the Project. At a minimum, the primary security features and measures currently in place at the Campus under the Security Management Plan will be carried forward under the Project.						
4.K.5 LIBRARIES						
PDF-LIBRARIES-1: The AF Parlow Library of Health Sciences, an existing LACDHS-operated library on the Project Site available for use by doctors, medical students, fellows, faculty, nurses, and allied health professionals affiliated with the medical center, will be retained and relocated to other building space on the HUCLA Campus.	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

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				Initial	Date	Comments
4.L TRANSPORTATION AND TRAFFIC						
<p>PDF TRAF-1: Construction Traffic Management Plan: A detailed Construction Traffic Management Plan including street closure information, detour plans, haul routes, and staging plans would be prepared and submitted to the County for review and approval. The Construction Traffic Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Traffic Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements as appropriate:</p> <ul style="list-style-type: none"> ▪ Prohibition of construction worker parking on nearby residential streets. ▪ Prohibition of construction-related vehicles parking or staging on surrounding public streets. ▪ Temporary pedestrian and vehicular traffic controls (i.e., flag persons) during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways. 	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<ul style="list-style-type: none"> ▪ Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate. ▪ Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible. 						
<p>PDF TRAF-2: Pedestrian Safety: The construction contractor(s) would plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. The contractor(s) would maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Temporary pedestrian facilities would be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways would be provided where pedestrians are exposed to potential injury from falling objects. The contractor would keep sidewalks open during construction except when it</p>	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
is absolutely required to close or block the sidewalks for construction staging. Sidewalks shall be reopened as soon as reasonably feasible taking construction and construction staging into account.						
MM TRAF-1: I-110 Southbound Ramps & Carson Street (Intersection #9) - Subject to approval by Caltrans, the existing southbound approach on the Interstate I-110 off-ramp shall be restriped to convert the existing left-turn lane to a left-/right-turn lane.	Pre-construction Construction	LACDPW	LACDPW			
MM TRAF-2: 220th Street/I-110 Northbound Ramps & Figueroa Street (Intersection #15) - Subject to approval by Caltrans and the City of Carson, an additional northbound through lane shall be striped and the existing through lane shall be restriped as a through/right-turn lane. The eastbound approach shall be restriped from the existing through/left-turn lane and right to a left-turn lane and through/right-turn lane.	Pre-construction Construction	LACDPW	LACDPW			

Table 4-1 (Continued)

Mitigation Monitoring and Reporting Program

Mitigation Measure (MM)	Implementation Phase	Enforcement Agency	Monitoring/ Reporting Agency	Compliance Verification		
				Initial	Date	Comments
<p>MM TRAF-3: I-110 Southbound Ramps & 223rd Street (Intersection #20) - Subject to approval by Caltrans, the southbound approach shall be restriped from the existing left-turn/through and right-turn/through lanes to a right-turn lane and left-turn/through/right-turn lane. The eastbound approach shall be restriped to change the existing right-turn lane to a through/right-turn lane. Under this mitigation, parking shall be removed on 223rd between the Interstate I-110 bridge and Figueroa Street and converted to a dedicated right-turn lane.</p>	Pre-construction Construction	LACDPW	LACDPW			