

APPENDIX A
CONNECT SOCIAL 2024 PLAN CONSISTENCY ANALYSIS

255-290 MAPLE COURT MIXED-USE PROJECT

CONNECT SOCAL 2024 PLAN CONSISTENCY ANALYSIS

Informational Discussion of Project's Consistency with Connect SoCal 2024 Plan

1.0 INTRODUCTION

On April 4, 2024, the Southern California Association of Governments (SCAG) adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Plan* (2024-2050 RTP/SCS, also known as Connect SoCal 2024). As with the 2020-2045 RTP/SCS, the Connect SoCal 2024 plan seeks to implement transportation projects within the SCAG region in a coordinated manner while supporting economic growth, achieving environmental goals, promoting public health, quality of life, and social equity, and ensuring continued access to federal and State transportation funding. In addition, Connect SoCal 2024 is supported by a combination of transportation and land use strategies that outline how the region can achieve California's Greenhouse Gas (GHG)-emission-reduction goals and federal Clean Air Act requirements, while achieving broader regional objectives, such as increased housing production, improved equity and resilience, the preservation of natural lands, improvement of public health, increased transportation safety, support for the region's vital goods movement industries and more efficient use of resources.

Pursuant to Public Resources Code (PRC) Section 21155(a), Transportation Priority Projects (TPPs) that are consistent with a Sustainable Communities Strategy (SCS) for which the California Air Resources Board (CARB) has accepted the metropolitan planning organization's determination that the SCS would, if implemented, achieve CARB's GHG emission reduction targets, may be eligible for the California Environmental Quality Act (CEQA) streamlining opportunities, including preparation of a Sustainable Communities Environmental Assessment (SCEA). As of the date of the preparation of this SCEA for the project, CARB has not yet considered SCAG's determination that the Connect SoCal 2024 plan would achieve CARB's GHG reduction targets; accordingly, the SCEA properly analyzes the project's consistency with the 2020-2045 RTP/SCS and identifies applicable 2020-2045 RTP/SCS mitigation measures to be incorporated into the project (see Section 3.0, *Sustainable Communities Environmental Assessment Eligibility* and Section 4.0, *Initial Study Checklist* of this Draft SCEA). For informational purposes, this Connect SoCal 2024 Consistency Analysis provides a summary of the project's supplemental consistency with the Connect SoCal 2024 plan.

1.1 Consistency with Connect SoCal 2024 Use Designation, Density, and Building Intensity

As described in Section 3.1.1, *Use Designation, Density, and Building Intensity*, of this Draft SCEA, the project is consistent with the use designation, density, and building intensity specified for the project area by the 2020-2045 RTP/SCS, by virtue of proposing to construct a new mixed-use development with market-rate and low-income housing units and neighborhood-serving commercial uses within and adjacent to multiple Priority Growth Areas (PGAs) identified by the 2020-2045 RTP/SCS, including a Job Center and a High Quality Transit Area (HQTA), where transit-oriented development (TOD) can be realized and where the majority of growth forecasted by SCAG is anticipated to occur.

The Connect SoCal 2024 plan retains the concept of PGAs, but changes the name slightly to Priority Development Areas (PDAs). The project site continues to be located within an identified HQTA under Connect SoCal 2024.¹ In addition, the project site is identified as being located adjacent to two Neighborhood Mobility Areas (NMAs), another type of PDA, which are areas that

¹ Connect SoCal 2024: Mobility Technical Report, Map 2-4.

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focus on creating, improving, restoring and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. SCAG uses four measures in its initial identification of NMAs: intersection density, low-speed streets, land use diversity, and accessibility to amenities within one-mile using street network distances. By being located immediately adjacent to two such NMAs, the project’s residents, guests, and patrons would benefit from and further advance these existing mobility connections. Connect SoCal 2024 also defines and locates multiple Green Region/Resource Areas (GRRAs) throughout the SCAG region, which are areas that are intended to allow for resource conservation and where growth should be de-emphasized. The project site is not located within or adjacent to any GRRAs. Accordingly, much as the infill mixed-use development pattern represented by the project is consistent with the TOD-focused growth efforts and associated use designation, density, and building intensity of the 2020-2045 RTP/SCS, the project would also be consistent with the use designation, density, and building intensity specified for the project area by Connect SoCal 2024.

1.2 Consistency with Connect SoCal 2024 Applicable Policies

As described in Section 3.1.2, *Applicable Policies*, and Table 3-1, *Consistency Analysis with the 2020-2045 RTP/SCS Strategy Policies*, of this Draft SCEA, the project is consistent with the applicable goals, principles, and strategies identified in the 2020-2045 RTP/SCS. While Connect SoCal 2024 maintains the same focus on mobility, housing, GHG reduction, and resource conservation as the 2020-2045 RTP/SCS, its goals, principles, and strategies have been reorganized and in some cases, renamed. Table 1-1 below provides an assessment of the project’s consistency with applicable Connect SoCal 2024 goals, subgoals, and Regional Planning Policies.

**Table 1-1
Consistency Analysis with Connect SoCal 2024 Goals, Subgoals, and Regional Planning Policies**

Goals, Subgoals, and Policies	Consistency Assessment
<p>Goal 1. Mobility. Build and maintain an integrated multimodal transportation network</p> <p><u>Subgoals:</u></p> <ul style="list-style-type: none"> • Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality and minimized greenhouse gas emissions • Ensure that reliable, accessible, affordable and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities • Support planning for people of all ages, abilities and backgrounds 	<p>Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.</p>

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<p>Goal 2. Communities. Develop, connect and sustain communities that are livable and thriving</p> <p><u>Subgoals:</u></p> <ul style="list-style-type: none"> • Create human-centered communities in urban, suburban and rural settings to increase mobility options and reduce travel distances • Produce and preserve diverse housing types in an effort to improve affordability, accessibility and opportunities for all households 	<p>Consistent. As described in <u>Section 3.0</u> of this Draft SCEA and in <u>Section 1.1, Consistency with Connect SoCal 2024 Use Designation, Density, and Building Intensity</u>, above, the project site is located within a SCAG-designated PGA under the 2020-2045 RTP/SCS, and is identified as being within a PDA and adjacent to two NMAs under Connect SoCal 2024, indicating its location within an area planned and contemplated for growth in proximity to existing and proposed mobility options. The project would support Goal 2 by constructing a transit-oriented, mixed-use and mixed-income development with up to 350 market-rate and restricted affordable residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses. On-site parking for the public and residents would include approximately 25 electric vehicle (EV) charging stations and approximately 100 bicycle parking spaces. The project would include sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. The project's internal circulation system would provide access to the various community spaces on-site, including a pedestrian paseo, gardens, and seating areas. Additionally, by virtue of these design components as well as its infill location within an HQTAserved by multiple transit services, the project would improve mobility and accessibility for project residents and visitors by providing local access to existing surrounding transit, retail/commercial, and office uses. Therefore, the project would be consistent with this goal.</p>
<p>Goal 3. Environment. Create a healthy region for the people of today and tomorrow</p> <p><u>Subgoals:</u></p> <ul style="list-style-type: none"> • Develop communities that are resilient and can mitigate, adapt to and respond to chronic and acute stresses and disruptions, such as climate change • Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions and enable more sustainable use of energy and water • Conserve the region's resources 	<p>Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, the project would not conflict with this goal by constituting mixed-use development adjacent to transit, retail/commercial, and office uses, which would help to decrease per capita vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions.</p>
<p>Goal 4. Economy. Support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents</p> <p><u>Subgoals:</u></p> <ul style="list-style-type: none"> • Improve access to jobs and educational resources • Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life for our communities 	<p>Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. However, the project would not conflict with this goal by constructing a new mixed-use development with mixed-income housing units in proximity to a SCAG-identified Jobs Center, developing new neighborhood-serving commercial uses that would increase employment opportunities, and constituting new infill development that would help decrease per capita VMT and GHG emissions.</p>

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Regional Planning Policies: Mobility – System Preservation and Resilience.	
1) Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
2) Promote transportation investments that advance progress toward the achievement of asset management targets, including the condition of the National Highway System pavement and bridges and transit assets (rolling stock, equipment, facilities and infrastructure).	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Complete Streets.	
3) Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit)	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would not conflict with this policy, as it would include on-site parking for the public and residents (including approximately 25 EV charging stations and approximately 100 bicycle parking spaces), and also includes sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. By virtue of these design components as well as its infill location within an HQTAserved by multiple transit services, the project would improve mobility and accessibility for project residents and visitors by providing local access to existing surrounding transit, retail/commercial, and office uses.
4) Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking)	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would not conflict with this policy as it would not create any transportation safety hazards; refer to <u>Section 4.17, <i>Transportation</i></u> , of this SCEA.
5) Facilitate the implementation of Complete Streets and curb space management strategies that accommodate and optimize new technologies, micromobility devices and first/last mile connections to transit and last-mile delivery	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
6) Support implementation of Complete Streets improvements in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Transit and Multimodal Integration.	
7) Encourage and support the implementation of projects, both	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project

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physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety	would not conflict with this policy, as it would support various mobility options through its provision of on-site parking for the public and residents (including approximately 25 EV charging stations and approximately 100 bicycle parking spaces) as well as sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. By virtue of these design components as well as its infill location within an HQTAserved by multiple transit services, the project would improve mobility and accessibility for project residents and visitors by providing local access to existing surrounding transit, retail/commercial, and office uses.
8) Support connections across the public, private and nonprofit sectors to develop transportation projects and programs that result in improved connectivity	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
9) Encourage residential and employment development in areas surrounding existing and planned transit/rail stations	Consistent. The project proposes to develop new market-rate and restricted affordable dwelling units as well as new neighborhood-serving commercial uses at an infill development site that is located within an HQTAserved by multiple transit services, the project would improve mobility and accessibility for project residents and visitors by providing local access to existing surrounding transit, retail/commercial, and office uses. Accordingly, the project is consistent with this policy.
10) Support the implementation of transportation projects in Priority Equity Communities, particularly with respect to Transportation Equity Zones, as a way to enhance mobility, safety and access to opportunities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
11) Create a resilient transportation system by preparing for emergencies and the impacts of climate change	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Transportation System Management.	
12) Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
13) Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Transportation Demand Management.	
14) Encourage the development of transportation projects that provide convenient, cost-effective and safe alternatives to single-occupancy vehicle travel (e.g., trips made by foot, on bikes, via transit, etc.)	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would not conflict with this policy, as it would support various mobility options through its provision of on-site parking for the public and residents (including approximately 25 EV charging stations and approximately 100 bicycle parking spaces) as well as sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. By virtue of these design components as well as its infill location within an HQTAserved by multiple transit services, the project would improve

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	mobility and accessibility for project residents and visitors by providing local access to existing surrounding transit, retail/commercial, and office uses.
15) Encourage jurisdictions and TDM practitioners to develop and expand local plans and policies to promote alternatives to single occupancy vehicle travel for residents, workers and visitors	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
16) Encourage municipalities to update existing (legacy) TDM ordinances by incorporating new travel modes and new technology and by incorporating employment and residential sites of certain populations—for example, employers who have less than 250 employees (below the 250 or more employees threshold identified in AQMD's Rule 2202)	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Technology Integration.	
17) Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
18) Advocate for data sharing between the public and private sectors to effectively evaluate the services' benefits and impacts on communities while protecting data security and privacy	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
19) Advocate for technology that is adaptive and responsive to ensure it remains up to date and meets the evolving needs of users and stakeholders	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
20) Promote technology that has the capacity to facilitate economic growth, improve workforce development opportunities, and enhance safety and security	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
21) Proactively monitor and plan for the development, deployment and commercialization of new technology as it relates to integration with transportation infrastructure	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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Regional Planning Policies: Mobility – Technology Integration.	
22) Eliminate transportation-related fatalities and serious injuries (especially those involving vulnerable road users, such as people, especially older adults and children, walking and biking) on the regional multimodal transportation system	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
23) Integrate the assessment of equity into the regional transportation safety and security planning process, focusing on the analysis and mitigation of disproportionate impacts on disadvantaged communities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
24) Support innovative approaches for addressing transit safety and security issues so that impacts to transit employees and the public are minimized and those experiencing issues (e.g., unhoused persons) are supported	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
25) Support the use of transportation safety and system security data in investment decision-making, including consideration of new highway and transit/rail investments that would address safety and security needs	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Mobility – Funding the System/User Fees.	
26) Promote stability and sustainability for core state and federal transportation funding sources	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
27) Establish a user fee-based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
28) Pursue funding tools that promote access to opportunity and support economic development through innovative mobility programs	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
29) Promote national and state programs that include return-to-source guarantees while maintaining the flexibility to reward	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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regions that continue to commit substantial local resources	
30) Leverage locally available funding with innovative financing tools to attract private capital and accelerate project delivery	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
31) Promote local funding strategies that maximize the value of public assets while improving mobility, sustainability and resilience	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Communities – Priority Development Areas.	
32) Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities	Consistent. As described in <u>Section 3.0</u> of this Draft SCEA and in <u>Section 1.1</u> above, the project site is located within a SCAG-designated PGA under the 2020-2045 RTP/SCS and is identified as being within a PDA and adjacent to two NMAs under Connect SoCal 2024, indicating its location within an area planned and contemplated for growth in proximity to existing and proposed urban infrastructure and mobility options. The project would be consistent with this policy by constructing a transit-oriented, mixed-use and mixed-income development with up to 350 market-rate and restricted affordable residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses; following construction of the project, its residents, guests, employees, and patrons would be able to enjoy access to and from the project via multiple forms of transportation, including walking, driving, bicycling, and transit.
33) Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled	Consistent. The project would be developed within an HQTAs and its future residents, guests, employees, and patrons would be able to utilize the surrounding multiple modes of transportation to access the project site. On-site parking for the public and residents would include approximately 25 EV charging stations and approximately 100 bicycle parking spaces. The project would include sidewalks and a pedestrian paseo that would connect to the existing public roadways surrounding the project site. The project would therefore improve mobility and accessibility for project residents and visitors by providing local access to nearby existing surrounding transit, retail/commercial, and office uses. Therefore, the project would be consistent with this policy.
34) Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would not conflict with this policy, as it would be located within a SCAG-designated Job Center, and develop new community-serving commercial uses and associated employment opportunities at the project site.
Regional Planning Policies: Communities – Housing the Region.	
35) Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region	Consistent. As described in <u>Section 3.0</u> of this Draft SCEA and in <u>Section 1.1</u> above, the project site is located within a SCAG-designated PGA under the 2020-2045 RTP/SCS and is identified as being within a PDA and adjacent to two NMAs under Connect SoCal 2024, indicating its location within an area planned and contemplated for growth in proximity to existing and proposed urban infrastructure and mobility options. The project would be consistent with this policy by constructing a transit-oriented, mixed-use and mixed-income development with up to 350 market-rate and restricted affordable residential units and up to 4,850 square feet of ground-floor neighborhood-serving commercial uses; following construction of the project, its residents, guests, employees, and patrons would be able to enjoy access to and from

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	the project via multiple forms of transportation, including walking, driving, bicycling, and transit.
36) Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities	Consistent. See discussion of consistency with Regional Planning Policy 35, above.
37) Support local, regional, state and federal efforts to produce and preserve affordable housing while meeting additional housing needs across the region	Consistent. While this policy is directed towards SCAG and/or regional and local agencies, the project's inclusion of restricted affordable units for lower-income households would be consistent with this policy.
38) Prioritize communities that are vulnerable to displacement pressures by supporting community stabilization and increasing access to housing that meets the needs of the region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would not result in the removal of any housing units or the direct displacement of any existing project site residents, and would also result in the production of additional market-rate and affordable housing units, thereby assisting the City in meeting its identified housing needs; refer to <u>Section 4.14</u> of the SCEA.
39) Promote innovative strategies and partnerships to increase homeownership opportunities across the region with an emphasis on communities that have been historically impacted by redlining and other systemic barriers to homeownership for people of color and other marginalized groups	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
40) Advocate for and support programs that emphasize reducing housing cost burden (for renters and homeowners), with a focus on the communities with the greatest needs and vulnerabilities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project's provision of additional market-rate and restricted affordable dwelling units would assist the City in meeting its identified housing needs.
41) Support efforts to increase housing and services for people experiencing homelessness across the region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Communities – 15-Minute Communities.	
42) Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips	Consistent. As described in <u>Section 3.0</u> of this Draft SCEA and in <u>Section 1.1</u> above, the project site is located within a SCAG-designated PGA under the 2020-2045 RTP/SCS and is identified as being within a PDA and adjacent to two NMAs under Connect SoCal 2024. NMAs are defined as areas characterized by a high number of intersections, low observed travel speed, high mix of uses and high accessibility to everyday destinations. By being located in proximity to two such areas, the project is consistent with this policy.

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because of the proximity of complementary land uses	
43) Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in relation to Regional Planning Policy 42, the project would bring new residential dwelling units and neighborhood-serving commercial uses to a location in immediate proximity to two NMAs, which would be consistent with this policy.
44) Encourage efforts that elevate innovative approaches to increasing access to neighborhood destinations and amenities through an array of people-centered mobility options	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in relation to Regional Planning Policy 42, the project would bring new residential dwelling units and neighborhood-serving commercial uses to a location in immediate proximity to two NMAs, which would be consistent with this policy.
Regional Planning Policies: Communities – Equitable Engagement and Decision-Making.	
45) Advance community-centered interventions, resources and programming that serve the most disadvantaged communities and people in the region, like Priority Equity Communities, with strategies that can be implemented in the short-to-long-term	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
46) Promote racial equity that is grounded in the recognition of the past and current harms of systemic racism and one that advances restorative justice	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
47) Increase equitable, inclusive, and meaningful representation and participation of people of color and disadvantaged communities in planning processes	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Environment – Sustainable Development.	
48) Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of this Draft SCEA, the project would not result in any impacts to protected or sensitive resources, would represent infill transit-oriented development that would be consistent with regional sustainable development goals, and would comply with all applicable State, regional, and local regulatory requirements regarding energy efficiency and sustainability efforts.
49) Support communities across the region to advance innovative sustainable development practices	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
50) Recognize and support the diversity of communities across the region by promoting local place-making, planning and development	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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efforts that advance equity, mobility, resilience and sustainability	
Regional Planning Policies: Environment – Air Quality.	
51) Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of this Draft SCEA, the project would not result in any significant impacts pertaining to air quality or GHG emissions.
52) Support investments that reduce hazardous air pollutants and greenhouse gas emissions	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of this Draft SCEA, the project would not result in any significant impacts pertaining to air quality or GHG emissions.
53) Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of this Draft SCEA, the project would not result in any significant impacts pertaining to air quality or GHG emissions.
Regional Planning Policies: Environment – Clean Transportation.	
54) Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
55) Promote equitable use of and access to clean transportation technologies so that all may benefit from them	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, the project would include EV parking spaces as well as bicycle parking spaces, and is near multiple existing transit lines that may utilize clean transportation technologies now and in the future.
56) Consider the full environmental life cycle of clean transportation technologies, including upstream production and end of life as an important part of meeting SCAG's objectives in economic development and recovery, resilience planning and achievement of equity	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
57) Maintain a technology-neutral approach in the study of, advancement of and investment in clean transportation technology	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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Regional Planning Policies: Environment – Natural and Agricultural Lands Preservation.	
58) Prioritize the climate mitigation, adaptation, resilience and economic benefits of natural and agricultural lands in the region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of this Draft SCEA as well as <u>Section 1.1</u> above, the project site is not located within any natural habitat or agricultural land, and is not located within any GRRR as identified by Connect SoCal 2024.
59) Support conservation of habitats that are prone to hazards exacerbated by climate change, such as wildfires and flooding	Consistent. As described in <u>Section 4.0</u> of this Draft SCEA as well as <u>Section 1.1</u> above, the project site is not located within any natural habitat or agricultural land, is not located in an area susceptible to flooding or wildfire, and is not located within any GRRR as identified by Connect SoCal 2024.
60) Support regional conservation planning and collaboration across the region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
61) Encourage the protection and restoration of natural habitat and wildlife corridors	Consistent. As described in <u>Section 4.0</u> of this Draft SCEA as well as <u>Section 1.1</u> above, the project site is not located within any natural habitat or wildlife corridor area, and is not located within any GRRR as identified by Connect SoCal 2024.
62) Encourage the conservation and viability of agricultural lands to protect the regional and local food supply and ensure the sustainability of local agriculture as a vital part of the region's economy	Consistent. As described in <u>Section 4.0</u> of this Draft SCEA as well as <u>Section 1.1</u> above, the project site is not located within any agricultural land area, and is not located within any GRRR as identified by Connect SoCal 2024.
63) Encourage policy development of the link between natural and agricultural conservation with public health	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Environment – Climate Resilience.	
64) Prioritize the most vulnerable populations and communities subject to climate hazards to help the people, places and infrastructure that are most at risk for climate change impacts. In doing so, recognize that disadvantaged communities are often overburdened	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
65) Support local and regional climate and hazard planning and implementation efforts for transportation, land use, and other factors	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
66) Support nature-based solutions to increase regional resilience of the natural and built environment	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
67) Promote sustainable water use planning, practices and storage that improve regional water security and resilience in a drier environment	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects. Notwithstanding, as described in <u>Section 4.0</u> of the SCEA, the project would not have an impact to water supply or infrastructure.

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Goals, Subgoals, and Policies	Consistency Assessment
68) Support an integrated planning approach to help local jurisdictions meet housing production needs in a drier environment	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Economy – Goods Movement.	
69) Leverage and prioritize investments, particularly where there are mutual co-benefits to both freight and passenger/commuter rail	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
70) Prioritize community and environmental justice concerns, together with economic needs, and support workforce development opportunities, particularly around deployment of zero-emission and clean technologies and their supporting infrastructure	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
71) Explore and advance the transition toward zero-emission and clean technologies and other transformative technologies, where viable	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
72) Advance comprehensive, systems-level planning of corridor/supply chain operational strategies that is integrated with road and rail infrastructure and inland port concepts	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
73) Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Economy – Broadband.	
74) Support ubiquitous regional broadband deployment and access to provide the necessary infrastructure and capability for Smart Cities strategies—to ensure the benefits of these strategies improve safety and are distributed equitably	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
75) Develop networks that are efficient, scalable, resilient and sustainable to support transportation systems management, operations services and “tele-everything” strategies that	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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Goals, Subgoals, and Policies	Consistency Assessment
reduce vehicle miles traveled, optimize efficiency and accommodate future growth of regional economies	
76) Encourage investments that provide access to digital activities that support educational, financial and economic growth	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
77) Advocate for current, accurate data to identify opportunity zones and solutions that support the development of broadband services to community anchor institutions and local businesses	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
78) Promote an atmosphere that allows for healthy competition and speed-driven innovative solutions while remaining technologically neutral	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
79) Use a bottom-up approach to identify and support a community's broadband needs	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Economy – Universal Basic Mobility.	
80) Encourage partnerships and policies to broaden safe and efficient access to a range of mobility services that improve connections to jobs, education and basic services	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
81) Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Economy – Workforce Development.	
82) Foster a positive business climate by promoting regional collaboration in workforce and economic development between cities, counties, educational institutions and employers	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
83) Encourage inclusive workforce development that promotes upward economic mobility	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
84) Support entrepreneurial growth with a focus on underrepresented communities	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

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Goals, Subgoals, and Policies	Consistency Assessment
85) Foster a resilient workforce that is poised to effectively respond to changing economic conditions (e.g., market dynamics, technological advances and climate change)	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
86) Inform and facilitate data-driven decision-making about the region's workforce	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
Regional Planning Policies: Economy – Tourism.	
87) Consult and collaborate with state, county and local agencies within the region that are charged with promoting tourism and transportation	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.
88) Encourage the reduced use of cars by visitors to the region by working with state, county and local agencies (e.g., park services, transportation agencies) to highlight and increase access to alternative options, including transit, passenger rail and active transportation	Not Applicable. This goal is directed toward SCAG and/or regional and local agencies and does not apply to individual development projects.

1.3 Connect SoCal 2024 Mitigation Measures

As described in Section 3.3, *Incorporation of Feasible Mitigation Measures, Performance Standards, and Criteria from Prior Applicable EIRs* and Section 4.0, *Initial Study Checklist*, of this Draft SCEA, the City has reviewed all of the mitigation measures included in the Mitigation Monitoring and Reporting Program (MMRP) prepared for the 2020-2045 RTP/SCS Program EIR and has incorporated into the project all feasible mitigation measures, performance standards, or criteria set forth in the 2020-2045 RTP/SCS Program EIR, as required by PRC Section 21155.2. For the Connect SoCal 2024 plan, SCAG prepared a new Program Environmental Impact Report (EIR) and a new MMRP; as shown in Table 1-2, *2020-2045 RTP/SCS Program EIR Mitigation Measures and Feasibility Analysis* below, apart from various non-substantive renumbering/reformatting changes as well as certain verbiage changes, the MMRP prepared for Connect SoCal 2024 contains mitigation measures that are consistent with the measures contained in the 2020-2045 RTP/SCS Program EIR's MMRP. The project therefore incorporates all feasible mitigation measures, performance standards or criteria from the MMRP prepared for the Connect SoCal 2024 plan.

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**Table 1-2
2020-2045 RTP/SCS Program EIR Mitigation Measures and Feasibility Analysis**

Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
Aesthetics (AES)		
<p>AES-1: Potential to have a substantial adverse effect on a scenic vista.</p>	<p>PMM AES-1: In accordance with provisions of CEQA Guidelines sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development. b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile. c) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements. e) Retain or replace trees bordering highways, so that clear-cutting is not evident. f) Provide new corridor landscaping that provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas. g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity, h) Use see-through safety barrier designs (e.g. railings rather than walls). 	<p>No mitigation is feasible/Consistent. As described in Section 4.1, <i>Aesthetics</i>, of this Draft SCEA, the project would have less than significant impacts on scenic vistas. Accordingly, incorporation of PMM AES-1 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project because there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
<p>AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.</p>	<p>See PMM AES-1.</p>	<p>No mitigation is feasible/Consistent. See discussion of feasibility of PMM AES-1, above.</p>
<p>AES-3: Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.</p>	<p>PMM AES-2: In accordance with provisions of CEQA Guidelines sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable. b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors. c) Develop design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria. d) Design projects consistent with design guidelines of applicable general plans. e) Keep sites in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape. 	<p>No mitigation is feasible/Consistent. Due to the project's urbanized setting, the Draft SCEA analyzes the project's potential to conflict with applicable zoning and other regulations governing scenic quality. Based on the analysis provided in <u>Section 4.1, Aesthetics</u>, of the Draft SCEA, the project would not result in conflicts to applicable zoning and other regulations with regard to scenic quality and impacts were determined to be less than significant. Accordingly, incorporation of PMM AES-2 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<p>f) Where sound walls are proposed, account for visual impacts during sound wall construction and design methods as follows:</p> <ul style="list-style-type: none"> – Use transparent panels to preserve views where sound walls would block views from residences; – Use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; – Construct sound walls of materials whose color and texture complements the surrounding landscape and development. <p>g) Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas.</p>	
<p>AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p>PMM AES-3: In accordance with provisions of CEQA Guidelines sections 15091(a)(2) and 15126.4(a)(1)(B), a lead agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. c) Use energy-efficient, low-glare fixtures for outdoor lighting. d) Use unidirectional lighting to avoid light trespass onto adjacent properties. 	<p>No mitigation is feasible/Consistent. Based on the analysis provided in Section 4.1, <i>Aesthetics</i>, of the Draft SCEA, the project would not create a new source of substantial light or glare and impacts were determined to be less than significant. Accordingly, incorporation of PMM AES-3 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<ul style="list-style-type: none"> e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses. f) Provide structural and/or vegetative screening from light-sensitive uses. g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses. h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. i) Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. 	
Agricultural and Forestry Resources (AG)		
<p>AG-1: Potential for the Project to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.</p>	<p>PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Provide permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential to mitigate for loss of farmland. b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. c) Maintain and expand agricultural land protections such as urban growth boundaries. d) Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands. 	<p>No mitigation is feasible/Consistent. Based on the analysis provided in <u>Section 4.2, <i>Agriculture and Forestry Resources</i></u>, of the Draft SCEA, the project would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). Accordingly, incorporation of PMM AG-1 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<ul style="list-style-type: none"> e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access. f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland. 	
<p>AG-2: Potential for the Project to conflict with existing zoning for agricultural use, or a Williamson Act contract.</p>	<p>PMM AG-2: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts. b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection. 	<p>No mitigation is feasible/Consistent. Based on the analysis provided in <u>Section 4.2, <i>Agriculture and Forestry Resources</i></u>, of the Draft SCEA, the project would have no potential to result in a conflict with existing zoning for agricultural use or a Williamson Act contract. Accordingly, incorporation of PMM AG-2 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
<p>AG-3: Potential for the Project to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).</p>	<p>PMM AG-3: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with forestry resources. b) Acquire conservation easements for the loss of forestland or timberland. 	<p>No mitigation is feasible/Consistent. Based on the analysis provided in <u>Section 4.2, <i>Agriculture and Forestry Resources</i></u>, of the Draft SCEA, the project would have no potential to result in a conflict with existing zoning for forest land or timberland. Accordingly, incorporation of PMM AG-3 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
<p>AG-4: Potential for the Project to result in the loss of forest land or conversion of forest land to non-forest use.</p>	<p>See PMM AG-3, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM AG-3 above.</p>
<p>AG-5: Potential for the Project to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.</p>	<p>See PMM AG-2 above and PMM GHG-1, below.</p> <p>PMM AG-4: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p> <ul style="list-style-type: none"> a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land. b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management. c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted. <p>PMM AG-5: Project level mitigation measures can and should be considered by lead agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each lead agency, may include the following, or other comparable measures:</p>	<p>No mitigation is feasible/Consistent. Based on the analysis provided in <u>Section 4.2, Agriculture and Forestry Resources</u>, of the Draft SCEA, the project would have no potential to result in the conversion of farmland or forest land. Accordingly, incorporation of PMM AG-2, PMM AG-4, PMM AG-5, or PMM GHG-1 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<p>a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.</p>	
Air Quality (AQ)		
<p>AQ-1: Conflict with or obstruct implementation of the applicable air quality plan</p>	<p>PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce significant adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Minimize land disturbance. b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes. c) Cover trucks when hauling dirt. d) Stabilize the surface of dirt piles if not removed immediately. e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads. f) Minimize unnecessary vehicular and machinery activities. g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. 	<p>Mitigation is feasible/Consistent. As analyzed in Section 4.3, <i>Air Quality</i>, of the Draft SCEA, the project would incorporate and adhere to 2020-2045 RTP/SCS PEIR PMM AQ-1(a) through (h) and (j) through (q) which would reduce potential adverse effects that would violate air quality standards by ensuring compliance with the most recent version of the VCAPCD Ventura County Air Quality Assessment Guidelines. These same measures are included under PMM AQ-1 in the Connect SoCal 2024 MMRP, with some non-substantive changes to the language of the measures that do not affect their scope or purpose. Accordingly, the project's incorporation of these selected measures under PMM AQ-1 would be feasible and consistent with both the 2020-2045 RTP/SCS MMRP and the Connect SoCal 2024 MMRP.</p>

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<ul style="list-style-type: none"> h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities. i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications. j) Assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower [hp] and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet. k) Ensure that all construction equipment is properly tuned and maintained. l) Minimize idling time to 5 minutes—saves fuel and reduces emissions. m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway. n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators. o) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. p) Obtain CARB Portable Equipment Registration with the state or a local district permit for portable engines and 	

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<p>portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.</p> <p>q) Use Tier 4 Final equipment or better for all engines above 50 hp. In the event that construction equipment cannot meet to Tier 4 Final or better engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by the project's lead agency before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 or better engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible or higher tier standard diesel equipment as it becomes developed and feasible.</p> <p>r) Projects located within the South Coast Air Basin and the Coachella Valley should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term</p>	

CONNECT SOCAL 2024 PLAN CONSISTENCY ANALYSIS

Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<p>reduction of NOx emissions from in-use off-road diesel vehicles.</p> <p>s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.</p> <p>t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.</p> <p>u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).</p> <p>v) As applicable for airport projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines. b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project. c. Use ground service equipment (GSE) that can operate on battery-power. If electric equipment is not feasible, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4 Final, at a minimum. <p>w) As applicable for port projects, the following measures should be considered:</p> <ul style="list-style-type: none"> a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE). 	

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	<ul style="list-style-type: none"> b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress. c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power. d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized. e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin. f. Encourage the participation in the Green Ship Incentives. g. Offer incentives to encourage the use of on-dock rail. x) As applicable for rail projects, the following measures should be considered: <ul style="list-style-type: none"> a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards. y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit. z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters. 	

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	<ul style="list-style-type: none"> a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside. b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued. c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents. d. Provide information to residents on where MERV filters can be purchased. e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units. f. Identify the responsible entity such as future residents themselves, Homeowner’s Association, or property managers for ensuring enhanced filtration units are replaced on time. g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units. h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and i. Develop a process for evaluating the effectiveness of the enhanced filtration units. aa) Consult the SCAG Equity Resources for Action (ERA) Toolbox available on the SCAG’s Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities bb) The following criteria related to diesel emissions shall be implemented on by individual project sponsors as appropriate and feasible 	

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	<ul style="list-style-type: none"> a. Diesel nonroad vehicles on site for more than 10 total days shall have either (1) engines that meet EPA on road emissions standards or (2) emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. b. Diesel generators on site for more than 10 total days shall be equipped with emission control technology verified by EPA or CARB to reduce PM emissions by a minimum of 85%. c. Nonroad diesel engines on site shall be Tier 2 or higher. d. Diesel nonroad construction equipment on site for more than 10 total days shall have either (1) engines meeting EPA Tier 4 nonroad emissions standards or (2) emission control technology verified by EPA or CARB for use with nonroad engines to reduce PM emissions by a minimum of 85% for engines for 50 hp and greater and by a minimum of 20% for engines less than 50 hp. e. The construction contractor shall maintain a list of all diesel vehicles, construction equipment, and generators to be used on site. The list shall include the following: <ul style="list-style-type: none"> i. Contractor and subcontractor name and address, plus contact person responsible for the vehicles or equipment. ii. Equipment type, equipment manufacturer, equipment serial number, engine manufacturer, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. iii. For the emission control technology installed: technology type, serial number, make, model, manufacturer, EPA/CARB verification number/level, and installation date and hour-meter reading on installation date. 	

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	<p>f. Establish generator sites and truck-staging zones for vehicles waiting to load or unload material on site. Such zones shall be located where diesel emissions have the least impact on abutters, the general public, and especially sensitive receptors such as hospitals, schools, daycare facilities, elderly housing, and convalescent facilities.</p> <p>g. Maintain a monthly report that, for each on road diesel vehicle, nonroad construction equipment, or generator onsite, includes:</p> <ul style="list-style-type: none"> i. Hour-meter readings on arrival on-site, the first and last day of every month, and on off-site date. ii. Any problems with the equipment or emission controls. iii. Certified copies of fuel deliveries for the time period that identify: <ul style="list-style-type: none"> 1. Source of supply 2. Quantity of fuel 3. Quantity of fuel, including sulfur content (percent by weight) <p>cc) Promote energy efficiency and exceed Title-24 Building Envelope Energy Efficiency Standards (California Building Standards Code):</p> <ul style="list-style-type: none"> 1. Install programmable thermostat timers 2. Obtain Third-party HVAC commissioning and verification of energy savings (to be grouped with exceedance of Title 24). 3. Install energy efficient appliances (Typical reductions for energy-efficient appliances can be found in the Energy Star and Other Climate Protection Partnerships Annual Reports.) 4. Install higher efficacy public street and area lighting 	

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	<ul style="list-style-type: none"> 5. Limit outdoor lighting requirements 6. Replace traffic lights with LED traffic lights 7. Establish onsite renewable or carbon neutral energy systems – generic, solar power and wind power 8. Utilize a combined heat and power system dd) Promote transportation efficiency. The following measures can be used to increase transportation efficiency: <ul style="list-style-type: none"> 1. Locate project near bike path/bike lane 2. and shorter block lengths, sidewalks, accessibility to transit and transit shelters, traffic calming measures, parks and public spaces, minimize pedestrian barriers. 3. Provide traffic calming measures, such as: <ul style="list-style-type: none"> i. Marked crosswalks ii. Count-down signal timers iii. Curb extensions iv. Speed tables v. Raised crosswalks vi. Raised intersections vii. Median islands viii. Tight corner radii ix. Roundabouts or mini-circles x. On-street parking xi. Chicanes/chokers 4. Create urban non-motorized zones 5. Provide bike parking in non-residential and multi-unit residential projects 6. Dedicate land for bike trails 7. Limit parking supply through: <ul style="list-style-type: none"> i. Elimination (or reduction) of minimum parking requirements 	

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	<ul style="list-style-type: none"> ii. Creation of maximum parking requirements iii. Provision of shared parking 8. Require residential area parking permit. 9. Provide ride-sharing programs <ul style="list-style-type: none"> i. Designate a certain percentage of parking spacing for ride sharing vehicles ii. Designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles iii. Providing a web site or messaging board for coordinating rides iv. Permanent transportation management association membership and finding requirement ee) Lengthen the construction period during smog season (May through October) by extending the construction hours per workday or number of days worked per week, to minimize the number of vehicles and equipment operating at the same time. ff) Install signage containing the complaint number of the local air district where construction activities are located at the construction sites. 	
AQ-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	See PMM AQ-1, above.	Mitigation is feasible/Consistent. See discussion of the feasibility of PMM AQ-1, above.
AQ-3: Expose sensitive receptors to substantial pollutant concentrations.	PMM AQ-2. Projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects) and located within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and within one-quarter mile (1,320 feet) of a sensitive land use shall prepare an air quality analysis that evaluates potential localized project air quality impacts in conformance with SCAQMD methodology for assessing localized significance thresholds (LST) air quality	No mitigation is feasible/Consistent. As analyzed in Section 4.3, <i>Air Quality</i> , of the Draft SCEA, the project would not expose sensitive receptors to substantial pollutant concentrations, and no measures identified under PMM AQ-1 (the only PMM identified for air quality issues by the 2020-2045 RTP/SCS MMRP) are applicable. PMM AQ-2 is a new PMM included in the MMRP for the Connect SoCal 2024 plan, which

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	impacts. If air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the project shall incorporate feasible mitigation measures to reduce air pollutant emissions.	requires the preparation of an air quality analysis to evaluate potential localized air quality impacts. Notwithstanding the inapplicability of PMM AQ-2 to the project due to the project located within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD), the Draft SCEA is consistent with PMM AQ-2, as it undertook such a localized air quality impact analysis, which demonstrates that no such localized impacts would occur.
AQ-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	<p>PMM AQ-3. In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to other emissions (such as those leading to odors) adversely affecting a substantial number of people. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Implement an odor management plan that consistent with the requirements from the local air quality management district or air pollution control district. b) Implement an odor control technique(s) or strategy(ies) consistent with the requirements from the local air quality management district or air pollution control district. Odor control techniques or strategies may include air filters, air scrubbers, enclosures, buzzer zones, physical barriers, housekeeping practices, or other techniques or strategies 	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.3, Air Quality</u> , of the Draft SCEA, the project would not result in other emissions such as odors affecting a substantial number of people, and no measures identified under PMM AQ-1 (the only PMM identified for air quality issues by the 2020-2045 RTP/SCS MMRP) are applicable. PMM AQ-3 is a new PMM included in the MMRP for the Connect SoCal 2024 plan, which would apply to potentially substantial adverse effects related to other emissions. Because no such other emissions would occur in connection with the project, application of PMM AQ-3 would not be feasible to incorporate into the project.
Biological Resources (BIO)		
BIO-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.	PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>CEQA Guidelines</i> , a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, and species that meet the definition of “rare” as defined in CEQA Guidelines Section	Mitigation is feasible/Consistent. As analyzed in <u>Section 4.4, Biological Resources</u> , of the Draft SCEA, the project would result in the removal of existing on-site trees and ornamental landscaping; thus, the project would incorporate the measures identified by PMM BIO-1(a), (g), (i), (k), and (l) under the 2020-2045 RTP/SCS MMRP to reduce potential construction-

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	<p>15380(b)(2). Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) Avoid occupied habitat and potentially suitable habitat for threatened, endangered, or rare species, as well as designated critical habitat in project design, wherever practicable and feasible.</p> <p>Where projects are determined to contain suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, prior to construction, conduct preconstruction focused species surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel. If sensitive plants or wildlife are present, identify and implement species-specific measures to avoid, minimize, and mitigate for potential impacts in consultation with USFWS or CDFW.</p> <p>b) Where avoidance is determined to be infeasible for species protected under FESA, CESA, or local/regional species habitat conservation plan, provide conservation measures to result in no net loss of sensitive habitats and open space and fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special-status species may include:</p> <ul style="list-style-type: none"> i. Impact minimization strategies ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts iii. Use of in-kind mitigation bank credits iv. Funding of research and recovery efforts v. Habitat restoration 	<p>related impacts to migratory birds. These same measures appear under PMM BIO-1 as set forth by the Connect SoCal 2024 MMRP; accordingly, the project is consistent with both MMRPs.</p>

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	<ul style="list-style-type: none"> vi. Establishment of conservation easements vii. Permanent dedication of in-kind habitat c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species. e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources. f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation. g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact. h) Appoint a qualified biologist to monitor implementation of mitigation measures. i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased. j) Develop an invasive species control plan associated with project construction. k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species 	

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	<p>and other best management practices appropriate for potential local sensitive wildlife.</p> <p>l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.</p> <p>m) Project design should address the protection of habitat on both sides of a freeway to improve effectiveness of the crossings and may use alternatives to hydrocarbon-based asphalt paving to mitigate for potential hydrocarbon and heavy metal contamination.</p>	
<p>BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>See PMM BIO-1 above.</p> <p>PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.</p> <p>b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.</p> <p>c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered</p>	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.4, <i>Biological Resources</i></u>, of the Draft SCEA, the project would not impact riparian habitat or other sensitive natural communities. Accordingly, incorporation of PMM BIO-2 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<p>species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.</p> <p>d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.</p> <p>e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.</p> <p>f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-bearing mammals, are actively using the areas in conjunction with breeding activities.</p> <p>g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.</p> <p>h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.</p> <p>i) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to sensitive communities.</p> <p>j) Appoint a qualified biologist to monitor implementation of mitigation measures.</p> <p>k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.</p> <p>l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland</p>	

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	<p>scientist or regulatory specialist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.</p> <p>m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.</p> <p>n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.</p> <p>o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.</p> <p>p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.</p> <p>q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).</p> <p>r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.</p>	
<p>BIO-3: Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.</p>	<p>See PMM BIO-1 and PMM BIO-2 above.</p> <p>PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to</p>	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.4, <i>Biological Resources</i>, of the Draft SCEA, the project would not impact State or federally protected wetlands. Accordingly, incorporation of PMM BIO-3 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to</p>

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	<p>wetlands. Such measures may include the following or other comparable measures identified by the lead agency.</p> <ul style="list-style-type: none"> a) Conduct an aquatic resources delineation by a qualified biologist or regulatory specialist to identify and map the extent of state and federally protected aquatic resources. Avoid state and federally protected aquatic resources in project design, consistent with the provisions of Sections 404 and 401 of the CWA and Section 1600 of Fish and Game Code, wherever practicable and feasible. b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW. c) Where avoidance of wetlands is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE or SAA by the CDFW. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with USACE's Final Compensatory Mitigation Rule or the CDFW SAA conditions. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as feasible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance, or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory 	<p>the project as there are no applicable environmental impacts to mitigate.</p>

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	<p>mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the maximum extent feasible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:</p> <ul style="list-style-type: none"> – Permittee-responsible mitigation – Contribution of in-kind in-lieu fees – Use of in-kind mitigation bank credits – Where avoidance is determined to be infeasible and <p>d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:</p> <ul style="list-style-type: none"> – Avoidance; – Impact Minimization; – On-site alternatives; and – Off-site alternatives. <p>e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.</p>	
BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife	<p>See PMM BIO-1 through PMM BIO-3 above</p> <p>PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>CEQA Guidelines</i>, a</p>	Mitigation is feasible/Consistent. As analyzed in Section 4.4, <i>Biological Resources</i> , of the Draft SCEA, the project would result in the removal of existing on-

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<p>corridors, or impede the use of native wildlife nursery sites.</p>	<p>lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino. b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans. c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season. d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31. e) Prohibit construction activities with 300 feet, or modified as appropriate by a qualified biologist, of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season. g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and 	<p>site trees and ornamental landscaping; thus, the project would incorporate the measures identified by PMM BIO-4(d) through (f) under the 2020-2045 RTP/SCS MMRP to reduce potential construction-related impacts to migratory birds. These same measures appear under PMM BIO-4 as set forth by the Connect SoCal 2024 MMRP; accordingly, the measure is feasible and the project is consistent with both MMRPs.</p>

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	<p>habitat connectivity and preserve existing and functional wildlife corridors.</p> <p>h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.</p> <p>i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.</p> <p>j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.</p> <p>k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).</p> <p>l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.</p> <p>m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings and Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities.</p> <p>n) Install directional wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.</p> <p>o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss</p>	

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	<p>of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:</p> <ul style="list-style-type: none"> – Wildlife movement buffer zones – Corridor realignment – Appropriately spaced breaks in center barriers – Stream rerouting – Culverts – Creation of artificial movement corridors such as freeway under- or overpasses – Other comparable measures <p>p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas that are not designated as such by federal, state, or local jurisdictions, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.</p> <p>q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.</p> <p>r) Implement berms and sound/sight barriers at all wildlife crossings to encourage wildlife to utilize crossings. Sound and lighting should also be minimized in developed areas, particularly those that are adjacent to or go through natural habitats.</p> <p>s) Reduce lighting impacts on sensitive species through implementation of mitigation measures such as but not limited to:</p> <ul style="list-style-type: none"> – Use high-pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting. 	

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	<ul style="list-style-type: none"> – Design exterior lighting to confine illumination to the project site. – Provide structural and/or vegetative screening from light-sensitive uses. – Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces. – Direct architectural lighting onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties. <p>t) Reduce noise impacts to sensitive species through implementation of mitigation measures such as, but not limited to:</p> <ul style="list-style-type: none"> – Install temporary noise barriers during construction. – Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses. – Provide structural and/or vegetative screening from light-sensitive uses. – Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. – Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered 	

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	<p>tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.</p> <ul style="list-style-type: none"> – Using rubberized asphalt or “quiet pavement” to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned. – Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. – Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures. <ul style="list-style-type: none"> u) Include large buffers between sensitive uses and freeways. v) Create wildlife corridor redundancy to help retain functional connectivity and resilience. w) To the extent practicable, avoid construction during dawn and dusk, when wildlife activity is highest. y) If protected terrestrial wildlife enter work areas during construction, temporarily halt work to allow wildlife to move through the work area unharmed. A qualified biologist may relocate non-listed wildlife species out of the work area. 	

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<p>BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.</p>	<p>See PMM BIO-1 through PMM BIO-4 above</p> <p>PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources. Such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources. b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist. c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist. d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any 	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.4, <i>Biological Resources</i>, of the Draft SCEA, the project would not conflict with local policies and ordinances protecting biological resources. Accordingly, incorporation of PMM BIO-3 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<p>protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.</p> <p>f) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees to occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials to be operated or stored within a distance from the base of any protected trees. Wires, ropes, or other devices not to be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.</p> <p>g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.</p> <p>h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation or as determined by the local</p>	

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	<p>jurisdiction, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources.</p> <p>i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:</p> <ul style="list-style-type: none"> – Avoidance strategies – Contribution of in-lieu fees – Planting of replacement trees – Re-landscaping areas with native vegetation post-construction – Other comparable measures developed in consultation with local agency and certified arborist. 	
Cultural Resources (CUL)		
<p>CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.</p>	<p>PMM CUL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) Pursuant to <i>CEQA Guidelines</i> Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.</p> <p>b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior’s (SOI) Professional</p>	<p>Mitigation is feasible/Consistent. As analyzed in <u>Section 4.5, <i>Cultural Resources</i></u>, of the Draft SCEA, the project would not result in significant impacts to known historical or archaeological resources; however, in the unlikely event previously unknown resources are discovered during ground-disturbing activities, the project would incorporate the measures identified by PMM CULT-1(k) and (l) under the 2020-2045 RTP/SCS MMRP to reduce potential impacts to such resources. These same measures, with slightly revised language but no change to scope or purpose, appear under PMM CUL-1 as set forth by the Connect SoCal 2024 MMRP; accordingly, the measure is feasible and the project is consistent with both MMRPs.</p>

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	<p>Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.</p> <p>c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:</p> <ul style="list-style-type: none"> – Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior’s Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible. – Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources. <p>d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior’s Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities</p>	

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	<p>that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.</p> <p>e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.</p> <p>f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.</p> <p>g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.</p> <p>h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center</p>	

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	<p>will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.</p> <p>i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Archaeological materials collected from a significant resource should be curated with a recognized scientific or educational repository.</p> <p>j) If a record search or archaeological assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the lead agency in consultation with a qualified archaeologist, retain an archaeological monitor to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the Secretary of the Interior's PQS.</p>	

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	<p>k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.</p> <p>l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant. If the archaeologist determines that the discovery is significant, it should be curated with a recognized scientific or educational repository.</p>	
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	See PMM CUL-1, above.	Mitigation is feasible/Consistent. See discussion of the feasibility of PMM CUL-1, above.
CUL-3: Disturb human remains, including those interred outside of dedicated cemeteries.	<p>PMM CUL-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.</p>	Mitigation is feasible/Consistent. As analyzed in <u>Section 4.5, Cultural Resources</u> , of the Draft SCEA, human remains are not anticipated to be found on the project site; however, in the unlikely event previously unknown human remains are discovered during ground-disturbing activities, the project would incorporate the measures identified by PMM CULT-2 under the 2020-2045 RTP/SCS MMRP to reduce potential impacts. These same measures, with slightly revised language but no change to scope or purpose, appear under PMM CUL-2 as set forth by the Connect SoCal 2024 MMRP; accordingly, the measure is feasible and the project is consistent with both MMRPs.

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	<p>b) If any discovered remains are of Native American origin:</p> <ul style="list-style-type: none"> – Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. – If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance. 	
Energy (ENR)		
ENR-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	See PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.	No mitigation is feasible/Consistent. As described in <u>Section 4.6, Energy</u> , of this Draft SCEA, the project would have less than significant impacts regarding energy consumption. Accordingly, incorporation of these referenced PMMs under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project.
ENR-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	See PMM-AQ-1, PMM-GHG-1, PMM-TRA-1, and PMM-USWS-1.	No mitigation is feasible/Consistent. As described in <u>Section 4.6, Energy</u> , of this Draft SCEA, the project would have less than significant impacts regarding energy consumption. Accordingly, incorporation of

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		these referenced PMMs under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project.
Geology and Soils (GEO)		
<p>GEO-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.</p>	<p>PMM GEO-1: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to minimize the potential for adverse effects associated with surface fault rupture, seismic ground shaking, seismic-related ground failure, liquefaction, and landslides for projects located on sites with unusual geologic conditions, the following measures shall be considered:</p> <ul style="list-style-type: none"> – Use interim precautionary steps during construction to maintain ground surface and slope stability; – Incorporate design and structural features that exceed the requirements of the applicable building code(s) as appropriate; and – Utilize innovative design techniques for buildings and other structural elements located on sites with unique geologic conditions to ensure that projects do not exacerbate risks associated with existing conditions. 	<p>No mitigation is feasible/Consistent. As described in Section 4.7, <i>Geology and Soils</i>, of this Draft SCEA, the project site is not characterized by unique geological conditions, and less than significant impacts regarding geology and soils would occur. Accordingly, incorporation of any geology and soils-related PMMs under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
<p>GEO-2: Result in substantial soil erosion or the loss of topsoil.</p>	<p>PMM GEO-2: In accordance with provisions of Sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to geologic hazards. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) While compliance with the various municipal regional stormwater permits (MS4) is required by law, not all areas are necessarily covered. For those areas that are not covered under a municipal stormwater permit (MS4), consistent with the requirements of the SWRCB and local</p>	<p>No mitigation is feasible/Consistent. As described in Section 4.7, <i>Geology and Soils</i>, of this Draft SCEA, the project would adhere to current California Building Code design regulations and existing City and State regulations pertaining to erosion control, drainage, and stormwater management, and would therefore not result in significant impacts regarding soil erosion or the loss of topsoil. Accordingly, incorporation of any erosion-related PMMs under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by stormwater. Road cuts should be designed to maximize the potential for revegetation.	
GEO-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	See PMM GEO-1	No mitigation is feasible/Consistent. See discussion of feasibility of PMM GEO-1, above.
GEO-4: Be located on expansive soil creating substantial risks to life or property.	See PMM GEO-1	No mitigation is feasible/Consistent. See discussion of feasibility of PMM GEO-1, above.
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No mitigation required.	No mitigation is feasible/Consistent. No mitigation measures related to this issue were identified, and no mitigation measures are feasible to incorporate into the project.
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>PMM GEO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) For sites where the presence of paleontological resources is considered possible, as appropriate obtain review by a qualified paleontologist (meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique</p>	Mitigation is feasible/Consistent. As described in Section 4.7, <i>Geology and Soils</i> , of this Draft SCEA, no known paleontological resources have been identified on-site. However, in the unlikely event that previously unknown paleontological resources are encountered during project construction, the project would implement the measures identified by PMM GEO-2(a), (d[2]), (f), (g), and (h) under the 2020-2045 RTP/SCS MMRP to reduce potential impacts. These same measures appear under PMM GEO-3 of the Connect SoCal 2024 MMRP, with some non-substantive changes to language but no change to scope or purpose. Accordingly, the measure would be feasible and the project would be consistent with both MMRPs.

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	<p>geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.</p> <p>b) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.</p> <p>d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:</p> <ol style="list-style-type: none"> 1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered. 2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP. 3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols. 	

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Impact Areas	Connect SoCal 2024 Project-Level Mitigation Measures (To Be Considered by Lead Agency)	Feasibility to Incorporate into the Project/Consistency with 2020-2045 RTP/SCS Program EIR MMRP Measures
	<p>4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.</p> <p>e) Avoid routes and project designs that would permanently alter unique geological features.</p> <p>f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.</p> <p>g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.</p> <p>h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.</p>	
Greenhouse Gas Emissions and Climate Change (GHG)		
<p>GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</p>	<p>PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a lead agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building</p>	<p>No mitigation is feasible/Consistent. As discussed in <u>Section 4.8, <i>Greenhouse Gas Emissions</i></u>, of the Draft SCEA, the project's generation of GHG emissions would not be considered cumulatively considerable, as the project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Thus, incorporation of this mitigation measure into the project is not feasible.</p>

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	<p>codes and other applicable laws, into project design including:</p> <ul style="list-style-type: none"> i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit. ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems. iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight. iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment. v. Use high-efficiency lighting and cooking devices. vi. Incorporate passive solar design. vii. Use high-reflectivity building materials and multiple glazing. viii. Use no gas-powered landscape maintenance equipment. ix. Install alternative fuel (i.e., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations. x. Reduce wood burning stoves or fireplaces. xi. Provide bike lanes accessibility and parking at residential developments. xii. Encourage projects to reduce natural gas infrastructure in buildings and/or reduce the use of natural gas appliances, with exceptions for limited uses. <p>b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.</p> <p>c) Include off-site measures to mitigate a project's emissions.</p>	

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	<p>d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:</p> <ul style="list-style-type: none"> i. Use energy and fuel-efficient vehicles and equipment; ii. Deployment of zero- and/or near zero emission technologies; iii. Use lighting systems that are energy efficient, such as LED technology; iv. Use the minimum feasible amount of GHG-emitting construction materials; v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production; vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy; viii. Incorporate design measures to reduce water consumption; ix. Use lighter-colored pavement where feasible; x. Recycle construction debris to maximum extent feasible; xi. Plant shade trees in or near construction projects where feasible; and xii. Solicit bids that include concepts listed above. <p>e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:</p> <ul style="list-style-type: none"> i. Promote transit-active transportation coordinated strategies; 	

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	<ul style="list-style-type: none"> ii. Increase bicycle carrying capacity on transit and rail vehicles; iii. Improve or increase access to transit; iv. Increase access to common goods and services, such as groceries, schools, day care, and medical care; v. Incorporate housing, including affordable housing, into the project; vi. Incorporate the neighborhood electric vehicle network; vii. Orient the project toward transit, bicycle and pedestrian facilities; viii. Improve pedestrian or bicycle networks, or transit service; ix. Provide traffic calming measures; x. Provide bicycle parking; xi. Limit or eliminate park supply; xii. Unbundle parking costs; xiii. Provide parking cash-out programs; and xiv. Implement or provide access to commute reduction program. f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network; g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that: 	

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	<ul style="list-style-type: none"> i. Provide car-sharing, bike sharing, and ride-sharing programs; ii. Provide transit passes; iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services; iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle; v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms; vi. Provide employee transportation coordinators at employment sites; vii. Provide a guaranteed ride home service to users of non-auto modes. i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles; j) Land use siting and design measures that reduce GHG emissions, including: <ul style="list-style-type: none"> i. Developing on infill and brownfields sites; ii. Building compact and mixed-use developments near transit; iii. Retaining on-site mature trees and vegetation, and planting new canopy trees; iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or construction of alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations or neighborhood alternative fuel vehicle networks, or charging for electric bicycles; 	

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	<ul style="list-style-type: none"> v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse; and vi. Establish methane recovery in Landfills and Wastewater Treatment Plans, where applicable. k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible. l) Require at least five percent of all new vehicle parking spaces include alternative fuel (e.g., electric, hydrogen-fueled, etc.) vehicle charging and fueling stations, or at a minimum, install the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Encourage electric vehicle capable (branch circuit and raceway) or ready (charging outlet) spaces to accommodate future growth in electric vehicles. m) Encourage telecommuting and alternative work schedules, such as: <ul style="list-style-type: none"> i) Staggered starting times ii) Flexible schedules iii) Compressed work weeks n) Implement commute trip reduction marketing, such as: <ul style="list-style-type: none"> i) New employee orientation of trip reduction and alternative mode options ii) Event promotions iii) Publications o) Implement preferential parking permit program p) Implement school pool and bus programs q) Price workplace parking, such as: <ul style="list-style-type: none"> i) Explicitly charging for parking for its employees 	

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	<ul style="list-style-type: none"> ii) Implementing above market rate pricing iii) Validating parking only for invited guests iv) Not providing employee parking and transportation allowances v) Educating employees about available alternatives. 	
GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	See PMM GHG-1, above.	No mitigation is feasible/Consistent. See discussion of the feasibility of PMM GHG-1, above.
Hazards and Hazardous Materials (HAZ)		
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	<p>PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce train speeds when train cars contain hazardous material to 40 miles per hour when passing through urbanized areas of any size. b) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments. c) Notify in advance county and city emergency operations offices of all crude oil rail transports, including a contact number that can provide real-time information in the event of an oil train derailment or accident. d) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified. 	No mitigation is feasible/Consistent. As analyzed in Section 4.9, <i>Hazards and Hazardous Materials</i> , of the Draft SCEA, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the routine transport, use, or disposal of hazardous materials; therefore, incorporation of PMM HAZ-1 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.

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	<ul style="list-style-type: none"> e) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training. f) Undertake annual emergency responses scenario/field-based training including Emergency Operations Center Training activations with local emergency response agencies. 	
HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	See PMM-HAZ-1, above.	No mitigation is feasible/Consistent. See discussion of feasibility of PMM HAZ-1, above.
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	<p>See PMM HAZ-1, above.</p> <p>PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible. b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials. 	Mitigation is feasible/Consistent. As analyzed in <u>Section 4.9, <i>Hazards and Hazardous Materials</i></u> , of the Draft SCEA, following implementation of existing local, State, and federal regulations, the project would not result in a significant impact regarding the routine transport, use, or disposal of hazardous materials. Notwithstanding, in consideration of the fact that Anacapa Middle School is located immediately north of the project site, the project would implement PMM HAZ-3 to ensure any potential transport of hazardous materials from the project site would occur on a route that avoids the school, if applicable and to the extent feasible; and if not feasible, the project would provide notification of the anticipated schedule of transport of such materials to reduce potential impacts. This same PMM is set forth in the Connect SoCal 2024 MMRP as PMM HAZ-2; accordingly, the measure is feasible and the project is consistent with both MMRPs
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.9, <i>Hazards and Hazardous Materials</i></u> , of the Draft SCEA, the project site is not listed pursuant to Government Code Section 65962.5; therefore, incorporation of PMM HAZ-3 under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024

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	<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects. b) If warranted by the Phase I report, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Professional Geologist or Professional Engineer. c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action. d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans. e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the USEPA to determine the extent of potential contamination beneath all underground storage tanks, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building. 	<p>MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<ul style="list-style-type: none"> f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination (including dewatering effluent), or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps. g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency. h) Cease work if soil, groundwater (including dewatering effluent), or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority. i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state, and federal laws and policies. j) Groundwater (including dewatering effluent) pumped from the subsurface should be contained on-site in a secure and 	

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	<p>safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.</p> <p>k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board, have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.</p> <p>l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.</p> <p>m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915–25919.7; and other local regulations.</p> <p>n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, LBP, and any other building materials or stored materials classified as hazardous waste by state or federal law.</p>	

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	<p>o) Where the remediation of LBP has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's Construction Lead Standard, CCR Title 8 Section 1532.1 and Department of Health Services Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.</p>	
<p>HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.</p>	<p>See PMM NOI-1 below.</p>	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.9, Hazards and Hazardous Materials</u>, of the Draft SCEA, the project site is not within an airport land use plan or within two miles of a public airport; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
<p>HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>See PMM HAZ-1 through PMM HAZ-3. PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such</p>	<p>Mitigation is feasible/Consistent. As analyzed in <u>Section 4.9, Hazards and Hazardous Materials</u>, of the Draft SCEA, the project will implement PMM TRA-2 under the 2020-2045 RTP/SCS MMRP, which requires the preparation and City approval of a construction traffic control plan. For the Connect SoCal 2024 MMRP, this construction traffic control plan measure was moved to PMM HAZ-4; accordingly, the project will be consistent with both MMRPs.</p>

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	<p>measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions. b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks; c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation. d) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements: <ul style="list-style-type: none"> - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. - Scheduling of truck trips outside of peak morning and evening commute hours. - Limiting of lane closures during peak hours to the maximum extent feasible. 	

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	<ul style="list-style-type: none"> - Usage of designated haul routes to minimize truck traffic on local roadways to the maximum extent feasible. - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures. - Storage of construction materials only in designated areas. - Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. - Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities. - Enhance emergency preparedness awareness among public agencies and with the public at large. 	

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<p>HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p>	<p>See PMM WF-1 below.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM WF-1, below.</p>
<p>Hydrology and Water Quality (HYD)</p>		
<p>HYD-1: Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p>	<p>PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. While compliance with the various municipal regional stormwater permits (MS4s) is required by law, not all areas are necessarily covered under one. For those areas that are not covered under a municipal stormwater permit (MS4), such measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Implement best management practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable. b) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures. c) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings. f) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project. g) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required 	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.10, Hydrology and Water Quality</u>, of the Draft SCEA, following implementation of existing local, State, and federal policies and regulations, the project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to incorporate into the project as there are no applicable environmental impacts to mitigate.</p>

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	<p>by applicable urban stormwater runoff discharge permits, on new facilities.</p> <p>h) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable stormwater runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.</p> <p>h) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.</p> <p>i) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.</p> <p>j) Encourage low-impact development and incorporation of natural spaces that reduce, treat, infiltrate, and manage stormwater runoff flows in all new developments, where practical and feasible.</p>	
<p>HYD-2: Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p>	<p>PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade</p>	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.10, Hydrology and Water Quality</u>, of the Draft SCEA, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP</p>

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	<p>surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid designs that require continual dewatering where feasible. For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the CBC. b) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation. c) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface. 	<p>or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
<p>HYD-3a: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site.</p>	<p>See PMM HYD-1, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM HYD-1, above.</p>
<p>HYD-3b: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.</p>	<p>See PMM HYD-1 and PMM HYD-2, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM HYD-1 and PMM HYD-2, above.</p>

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<p>HYD-3c: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p>	<p>See PMM HYD-1 and PMM HYD-2, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM HYD-1 and PMM HYD-2, above.</p>
<p>HYD-3d: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.</p>	<p>See PMM HYD-1 and PMM HYD-2, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of the feasibility of PMM HYD-1 and PMM HYD-2, above.</p>
<p>HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.</p>	<p>PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. In areas affected by coastal flooding, new projects should be designed for resilience with 3.5 feet of sea-level rise, as per California Ocean Protection Council's strategic guidance. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.</p>	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.10, <i>Hydrology and Water Quality</i>, of the Draft SCEA, the project is not located in a flood zone or otherwise subject to flood risk; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	See PMM HYD-2, above.	No mitigation is feasible/Consistent. See discussion of the feasibility of PMM HYD-2, above.
Land Use and Planning (LU)		
LU-1: Potential to physically divide an established community.	<p>PMM LU-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Facilitate connections in communities that have been physically divided through land use projects that build upon and improve existing circulation patterns b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by: <ul style="list-style-type: none"> – Selecting alignments within or adjacent to existing public rights of way. – Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project. – Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles). c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to: <ul style="list-style-type: none"> – Alignment shifts to minimize the area affected. 	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.11, <i>Land Use and Planning</i></u>, of the Draft SCEA, the project would not physically divide an existing community; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<ul style="list-style-type: none"> – Reduction of the proposed right-of-way take to minimize the overall area of impact. – Provisions for bicycle, pedestrian, and vehicle access across improved roadways. 	
<p>LU-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</p>	<p>PMM LU-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that are due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, as applicable and feasible. When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified, measures may include the following or other comparable measures identified by the lead agency:</p> <ul style="list-style-type: none"> a) Modify the transportation or land use project to eliminate or reduce the conflict; or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation and process said amendment. 	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.11, <i>Land Use and Planning</i>, of the Draft SCEA, the project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate .</p>
Mineral Resources (MIN)		
<p>MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.</p>	<p>PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable 	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.12, <i>Mineral Resources</i>, of the Draft SCEA, the project does not have the potential to result in impacts to mineral resources; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<p>sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.</p> <p>b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:</p> <ol style="list-style-type: none"> 1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable. 2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site. 3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations. 4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources. 	
<p>MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.</p>	<p>See PMM MIN-1, above.</p>	<p>No mitigation is feasible. See discussion of the feasibility of PMM MIN-1, above.</p>

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Noise (NOISE)		
<p>NOISE-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Install temporary noise barriers during construction between noise sources and noise-sensitive land uses and species. b) Include permanent noise barriers and sound-attenuating features as part of the project design between noise sources and noise-sensitive land uses and species. Barriers could be in the form of outdoor barriers, sound walls, buildings, landscaped berms, dense planting, or earth berms to attenuate noise at adjacent sensitive uses. Sound-attenuating features could be in the form of grade separation, buffer zones, reduced-noise paving materials, and traffic calming measures. c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem. e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance. 	<p>Mitigation is feasible/Consistent. As analyzed in Section 4.13, <i>Noise</i>, of the Draft SCEA, the project would incorporate the measures identified by PMM NOISE-1(a), (c) through (h), (k), (o) through (r), and (v) under the 2020-2045 RTP/SCS MMRP to reduce potential construction-related noise impacts. These same measures appear under PMM NOI-1 as set forth by the Connect SoCal 2024 MMRP, with slight changes to language to the specific measures but without significant changes in scope or purpose of the measures; accordingly, the measure is feasible and the project is consistent with both MMRPs.</p>

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	<ul style="list-style-type: none"> f) Designate an on-site construction complaint and enforcement manager for the project. g) Ensure that construction equipment is properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors. j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction. k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned 	

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	<ul style="list-style-type: none"> <li data-bbox="716 319 1346 527">l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant. <li data-bbox="716 531 1346 690">m) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance. <li data-bbox="716 693 1346 852">n) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. <li data-bbox="716 855 1346 1063">o) Stationary noise sources can and should be located as far from adjacent sensitive receptors and species to the maximum extent feasible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. <li data-bbox="716 1066 1346 1136">p) Use of portable barriers in the vicinity of sensitive receptors during construction. <li data-bbox="716 1140 1346 1299">q) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts. <li data-bbox="716 1302 1346 1370">r) Monitor the effectiveness of noise attenuation measures by taking noise measurements. 	

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	s) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.	
<p>NOISE-2: Generation of excessive groundborne vibration or groundborne noise levels.</p>	<p>See PMM NOISE-1 above.</p> <p>PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to groundborne vibration. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations. b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds. c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain. d) Perform construction activities within permitted hours in accordance with local jurisdiction regulation. 	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.13, <i>Noise</i>, of the Draft SCEA, the project does not have the potential to result in impacts pertaining to groundborne vibration; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).	
NOISE-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.	See PMM NOISE-1, above.	No mitigation is feasible/Consistent. As analyzed in Section 4.13, <i>Noise</i> , of the Draft SCEA, the project site is not within the vicinity of a private airstrip, public airport, public use airport, or airport land use plan; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.
Population and Housing (POP)		
POP-1: Induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).	No mitigation required.	No mitigation is feasible/Consistent. As analyzed in Section 4.14, <i>Population and Housing</i> , of the Draft SCEA, the project will not directly or indirectly induce unplanned population or employment growth in the region. For informational purposes, the growth projections contained in Connect SoCal 2024 are consistent with the growth projections in the 2020-2045 RTP/SCS. Therefore, no impacts related to population and housing would occur in connection with the project.
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	PMM POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency: a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to	No mitigation is feasible/Consistent. As analyzed in Section 4.14, <i>Population and Housing</i> , of the Draft SCEA, the project site does not contain any existing housing units that would be displaced; therefore, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.

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	<p>minimize the potential of impacts on housing and displacement of people.</p> <p>b) Prioritize the use existing ROWs, wherever feasible.</p> <p>c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.</p> <p>d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).</p> <p>e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.</p>	
Public Services (PS)		
<p>PS-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.</p>	<p>PMM PS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered fire and police facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> • Coordinate with fire and police protection services agencies to ensure that there are adequate facilities to maintain acceptable service ratios, response times or other performance objectives for fire and police protection services and that any required additional construction of buildings is incorporated into the project description. • Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements for fire and police protection 	<p>Mitigation is feasible/Consistent. As analyzed in Section 4.15, <i>Public Services</i>, of the Draft SCEA, all proposed buildings would be designed in accordance with the City's adopted California Building Code, California Residential Code, California Green Building Code, California Electric Code, California Plumbing and Mechanical Codes, California Fire Code, and all other applicable SBMC regulations and final plans would be reviewed by the fire department to ensure compliance with existing emergency access and building regulations and standards, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(a). Although the transportation level of service threshold of significance has been replaced by vehicle miles traveled, consistent with 2020-2045 RTP/SCS PEIR PMM PSP-1(b), the project would provide or contribute towards infrastructure improvements, as appropriate and applicable, to mitigate CEQA impacts. Thus, incorporation of mitigation under either the 2020-2045</p>

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	services facilities, as appropriate and applicable, to mitigate identified CEQA impacts.	RTP/SCS MMRP or the Connect SoCal 2024 MMRP would be feasible to the project.
PS-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	See PMM PS-1, above.	No mitigation is feasible/Consistent. See discussion of the feasibility of PMM PS-1, above.
PS-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered educational facilities, need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	<p>PMM PS-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <p>a) Where construction or expansion of school facilities is required to meet public school service ratios, support expansion of such facilities, for example by ensuring safe routes to schools.</p>	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.15, Public Services</u> , of the Draft SCEA, pursuant to Government Code 65995(b), the project would be required to pay development fees that would fully mitigate any impacts to school services. As such, the project would not result in adverse physical impacts associated with the provision of new or physically altered educational facilities, and incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.
PS-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.	No mitigation identified.	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.15, Public Services</u> , of the Draft SCEA, the project's future residential population and employment generation would not exceed the General Plan or SCAG growth projections. Moreover, the City does not collect development fees to mitigate impacts to library services. As such, the project would not result in adverse physical impacts associated with the provision of new or physically altered library facilities, and incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.

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<p>PS-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives</p>	<p>See PMM REC-1, below.</p>	<p>No mitigation is feasible/Consistent. See discussion of PMM REC-1, below.</p>
Recreation (REC)		
<p>REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local and regional open space planning and/or responsible management agencies. b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as: <ul style="list-style-type: none"> i. Increasing the accessibility to natural areas for outdoor recreation ii. Utilizing “green” development techniques iii. Promoting water-efficient land use and development 	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.16, Recreation</u>, of the Draft SCEA, the project would not result in the substantive increase in use of existing recreational facilities, nor would it result in construction of recreational facilities that could have significant environmental impacts. As such, the project would not result in adverse physical impacts associated with the provision of new or physically altered recreational facilities, and incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project.</p>

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	<ul style="list-style-type: none"> iv. Encouraging multiple uses, such as the joint use of schools v. Including trail systems and trail segments in General Plan recreation standards. 	
REC-2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	See PMM REC-1, PMM AQ-2, and PMM NOI-1 above.	Consistent. See discussion of the feasibility of PMM REC-1, PMM AQ-2, and PMM NOISE-1, above.
Transportation, Traffic, and Safety (TRA)		
TRA-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	<p>PMM TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i>, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> - For future land use development projects, lead agencies shall encourage the incorporation of transit, bicycle, pedestrian, and micro-mobility facilities, features, and services in project designs, as well as encourage developers to provide information regarding the availability of these facilities and services to residents, tenants, and owners in order to facilitate increased access to and utilization of transit and active transportation services and facilities. 	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.17, <i>Transportation</i></u> , of the Draft SCEA, the project would not result in any conflicts with any programs, plans, ordinances, or policies addressing the circulation system. Moreover, the project site is located within an HQTAs, and the project will provide mobility options by virtue of its proximity to two designated NMAs, its provision of bicycle parking, and its inclusion of pedestrian-friendly infrastructure. As such, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to incorporate into the project as there are no applicable environmental impacts to mitigate.
TRA-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).	PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts. Such measures may include the following or other comparable measures identified by the Lead Agency:	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.17, <i>Transportation</i></u> , of the Draft SCEA, the project would not result in any transportation-related impacts pursuant to CEQA Guidelines section 15064.3(b) due to its location within a low-VMT area. As such, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as

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	<ul style="list-style-type: none"> • Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways: <ul style="list-style-type: none"> – include TDM mitigation requirements for new developments; – incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; – provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; – implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; – develop TDM-specific performance measures to evaluate project-specific and system-wide performance; – incorporate TDM performance measures in the decision-making process for identifying transportation investments; – implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and – set aside funding for TDM initiatives. 	<p>there are no applicable environmental impacts to mitigate.</p>

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<p>TRA-3: Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>PMM TRA-3: Prepare a sight distance analysis as needed for locations where sight lines could be impeded. The sight distance analysis to be prepared according to the jurisdiction's applicable Municipal Code requirements and the Caltrans Highway Design Manual (HCM) standards and guidelines, and should recommend safety improvements as appropriate such as limited use areas (e.g., low-height landscaping), on-street parking restrictions (e.g., red curb), and any turning restrictions (e.g., right-in/right-out).</p>	<p>No mitigation is feasible/Consistent. As analyzed in Section 4.17, <i>Transportation</i>, of the Draft SCEA, the project's internal circulation system and driveways would be required to comply with the City's applicable design standards and would not substantially increase hazards due to a design feature or incompatible uses. As such, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
Tribal Cultural Resources (TCR)		
<p>TCR-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 	<p>See PMM CUL-1.</p> <p>PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Avoid and/or preserve the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria; b) Treat the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource; c) Provide permanent conservation easements or other interests in real property, with culturally appropriate 	<p>Mitigation is feasible/Consistent: As analyzed in Section 4.18, <i>Tribal Cultural Resources</i>, of the Draft SCEA, although no known tribal cultural resources exist at the project site, there is a potential to encounter previously unidentified resources during project construction. Accordingly, the project will incorporate the measures under PMM TCR-1.</p>

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	<p>management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.</p> <p>d) If tribal cultural resources are found, then the lead agency should consider tribal construction monitoring.</p>	
Utilities (UTIL)		
<p>UTIL-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects</p> <p>UTIL-2: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p>	<p>PMM UTIL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> - During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. The proposed development can and should be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities <p>PMM UTIL-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a Lead Agency for a project can and should consider mitigation</p>	<p>No mitigation is feasible/Consistent. As analyzed in <u>Section 4.19, Utilities and Service Systems</u>, of the Draft SCEA, the project would ensure that there is sufficient wastewater infrastructure capacity as well as water supply capacity to serve the proposed project; accordingly, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project.</p>

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	<p>measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Reduce exterior consumptive uses of water in public areas, and promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. b) Promote the availability of drought-resistant landscaping options and provide information on how these can be obtained. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. 	
UTIL-3: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	See PMM UTIL-2, above.	No mitigation is feasible/Consistent. See discussion of feasibility of PMM UTIL-2, above.
UTIL-4: Generate solid waste in excess of state or local standards, or in excess of the capacity of local	PMM UTIL-3. In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, a lead agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.19, Utilities and Service Systems</u> , of the Draft SCEA, the project would comply with all applicable federal, State, and local management and reduction

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<p>infrastructure, or otherwise impair the attainment of solid waste reduction goals</p> <p>UTIL-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.</p>	<p>and feasible. Such measures may include the following or other comparable measures identified by the lead agency:</p> <p>Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following</p> <ul style="list-style-type: none"> a) Reuse and minimize construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. b) Include a waste management plan that promotes maximum C&D diversion. c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). d) Reuse existing structure and shell in renovation projects. e) Develop indoor recycling program and space. f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities. g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and where appropriate and feasible. 	<p>statutes and regulations related to solid waste and sufficient capacity exists to serve the project's solid waste generation; accordingly, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>

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	<ul style="list-style-type: none"> h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target. i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction, and recycling practices. j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities. k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts. l) Integrate reuse and recycling into residential industrial, institutional, and commercial projects. m) Provide education and publicity about reducing waste and available recycling services. n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services. 	
Wildfire (WF)		
WF-1: Substantially impair an adopted emergency response plan or emergency evacuation plan.	See analysis under HAZ-6.	Mitigation is feasible/Consistent. See discussion of feasibility of mitigation under HAZ-6, above.
WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the <i>State CEQA Guidelines</i> , a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and	No mitigation is feasible/Consistent. As analyzed in <u>Section 4.20, <i>Wildfire</i></u> , of the Draft SCEA, the project site is not located in a very high fire hazard severity zone (VHFHSZ) and no impacts pertaining to wildfire

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<p>HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.</p>	<p>feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:</p> <ul style="list-style-type: none"> a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition. b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place. c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary. d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses. e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures. f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place. 	<p>hazards are expected to occur; accordingly, incorporation of mitigation under either the 2020-2045 RTP/SCS MMRP or the Connect SoCal 2024 MMRP would not be feasible to the project as there are no applicable environmental impacts to mitigate.</p>
<p>WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.</p>	<p>See PMM HAZ-4, above.</p>	<p>No mitigation is feasible/Consistent. See discussion of feasibility of mitigation under HAZ-4 above.</p>
<p>WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or</p>	<p>See PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4, above.</p>	<p>Consistent. See discussion of feasibility of PMM WF-1, PMM WF-2, PMM HYD-1, and PMM HAZ-4, above.</p>

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landslides, as a result of runoff, post-fire slope stability, or drainage changes.		

ACRONYMS

AB	Assembly Bill
AQMD	Air Quality Management District
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EV	Electric Vehicle
GHG	Greenhouse Gas
GRRRA	Green Region/Resource Areas
HQTA	High Quality Transit Area
MMRP	Mitigation Monitoring and Reporting Program
NMA	Neighborhood Mobility Area
PDA	Priority Development Area
PGA	Priority Growth Area
PRC	Public Resources Code
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SCEA	Sustainable Communities Environmental Assessment
SOV	Single Occupant Vehicle
TDM	Transportation demand management
TOD	Transit-Oriented Development
TPP	Transportation Priority Project
VMT	Vehicle Miles Traveled