

| Washington Boulevard Stormwater and Urban Runoff Diversion Project Mitigation Monitoring and Reporting | | | | | |
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| Mitigation Measure | | Implementation Party | Implementation Phase | Monitored By | Outside Agency Coordination |
| AIR-1 | Use of low-emission equipment meeting Tier II emissions standards at a minimum and Tier III and IV emissions standards where available as California Air Resources Board (CARB) required emissions technologies become readily available to contractors in the region. | City of Culver City | Construction | City of Culver City | N/A |
| AIR-2 | Encourage contractors to use lower-emission equipment through the bidding process where appropriate. | City of Culver City | During Bidding | City of Culver City | N/A |
| CUL-1 | If previously unidentified cultural resources and/or tribal cultural resources are unearthed during ground activity, all work shall immediately be suspended within 100 feet of the discovery and the City shall be immediately notified. A qualified archaeologist shall assess the significance of the find and determine if it is a California Register of Historical Resources (CRHR)-eligible archaeological resource and/or tribal cultural resource. If the qualified archaeologist determines that adverse impacts to tribal cultural resources or significant archaeological resources could occur during the Project, then the resources shall be avoided from direct Project impacts by Project redesign, if feasible. If the resource cannot be avoided, then an archaeological treatment plan shall be developed and implemented. | City of Culver City | Construction | City of Culver City | N/A |



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| CUL-2 | In compliance with Section 5097.98 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code, if human remains are encountered, all ground disturbing activities shall be immediately suspended within 100 feet of the discovery, and the Los Angeles County Coroner should be notified immediately. If the Coroner determines the remains are Native American in origin, they must notify the Native American Heritage Commission within 24 hours of such identification so that the Native American Heritage Commission can contact the Most Likely Descendant (MLD). The MLD shall be provided access to the discovery and will provide recommendations for treatment of the remains within 48 hours of accessing the discovery site. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with procedures and requirements set forth in Sections 5097.94 and 5097.98 of the Public Resources Code; Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5. | City of Culver City | Construction | City of Culver City | Los Angeles County Coroner Native American Heritage Commission |
| HAZ-1 | Prepare and implement maintenance practices that include periodic removal and replacement of sediments and media that may accumulate constituents. Prepare an Operations and Maintenance (O&M) Plan upon approval of the | City of Culver City | Post-construction | City of Culver City | N/A |



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| | project that identifies the frequency and procedures for removal and/or replacement of accumulated debris and/or media to avoid accumulation of hazardous concentrations. | | | | |
| NOISE-1 | <p>Meet City's noise ordinance and provided variances at all times during construction by use of the following recommended practices:</p> <ul style="list-style-type: none"> ➤ Prepare visible signs indicating "Noise Control Zone" ➤ Use noise-control devices that meet original specifications and performance ➤ To the extent practical, use electrically-powered equipment ➤ Implement temporary noise barriers and sound-control curtains where project activity is unavoidably close to noise-sensitive receivers ➤ Designate haul routes to be used based on the least overall noise impact route, with heavily-loaded trucks away from residential streets, if possible. Identify haul routes streets with the fewest noise sensitive receivers if no alternatives are available. ➤ Place earth-moving equipment, fixed | City of Culver City | Construction | City of Culver City | N/A |



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| | <p>noise-generating equipment, stockpiles, staging areas, and other noise-producing operations as far as practicable from noise-sensitive receivers</p> <ul style="list-style-type: none"> ➤ Eliminate the use of horns, whistles, alarms, and bells ➤ Phase demolition, earth moving, and ground impacting operations so they do not occur in the same time period ➤ In the case of nighttime construction, the contractor shall comply with the provisions of the nighttime noise variance issued by the City ➤ Conduct periodic noise measurements in accordance with an approved noise monitoring plan, specifying monitoring locations, equipment, procedures, and schedule of measurements and reporting methods to be used | | | | |
| NOISE-2 | <p>Meet City's noise ordinance and provided variances at all times during construction by use of the following recommended practices during various phases of the construction:</p> <ul style="list-style-type: none"> ➤ Implementation of noise barriers – Properly construct noise barriers of 8 | City of Culver City | Construction | City of Culver City | N/A |



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| | <p>feet and 12 feet tall around the respective work sites to remove noise impacts from the different operation areas. Without additional mitigation measures noise exceedances would still remain. Use the following recommended noise barrier properties:</p> <ul style="list-style-type: none"> ▪ Break line of sight from noise source to receiver ▪ Use a frame to secure an appropriate acoustic blanket or paneling ▪ Use a solid material with a minimum surface density of 3 lb/ft² or mass-loaded acoustic blankets with at least STC 25 ▪ Overlap or seal any gaps in the barriers <p>➤ Drilled Piles - Pile driving is a dominant noise source for several operation areas and a noise barrier is insufficient to eliminate impacts at many nearby receivers. Both vibratory and impact pile driving produce similar noise levels; use of vibratory pile driving may remove vibration impacts but it likely will not change the noise levels. It is recommended to use drilled piles and an</p> | | | | |



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| | <p>8-foot noise barrier to remove noise impacts for those operation areas.</p> <ul style="list-style-type: none"> ➤ Shielding with Cross Bracing - Instead of using sheet piles to retain the walls of excavation, the contractor may excavate the trench and shore up the walls with shields and cross bracing. The heavy equipment that would be used for this method is less noisy than pile driving, and no noise exceedances would be expected using this method and an 8-foot noise barrier surrounding the site. ➤ Piling Noise Enclosures - The use of a noise enclosure specifically around the pile driver and pile may reduce the noise to acceptable levels, though not necessarily eliminate them completely at the closest receivers. Use of these enclosures have shown that they may provide up to 10 dB of noise reduction if properly designed and constructed. Some pile driving equipment manufactures may provide factory installed noise suppression systems. ➤ Backup Alarms - It is recommended that low impact backup alarms be used during nighttime hours. Examples of | | | | |



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| | <p>such alarms are white sound, broadband or multi-frequency type devices.</p> <ul style="list-style-type: none"> ➤ Pavement Grinding - Traffic striping on Washington Boulevard will be removed. This is typically done via sandblasting or pavement grinding, both of which are loud activities. Grinding is the quieter of those two options, and would reduce the noise at receivers compared to sandblasting but exceedances would still remain. A movable noise barrier at least 8-feet tall or an acoustically attenuating shield on the equipment would help further reduce the noise to acceptable levels. | | | | |
| PS-1 | <p>Provide reasonable advance notification to service providers such as fire, police, and emergency medical services as well as to local businesses, homeowners, and other residents adjacent to and within areas potentially affected by the proposed Project about the nature, extent, and duration of construction activities. Interim updates should be provided to inform the public of the status of the construction activities.</p> | City of Culver City | Construction | City of Culver City | N/A |



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| TRAF-1 | <p>The City shall prepare a construction TMP. Elements of the plan should include, but are not necessarily limited to, the following:</p> <ul style="list-style-type: none"> ➤ Develop circulation and detour plans to minimize impacts to local street circulation. Use haul routes minimizing truck traffic on local roadways to the extent possible. ➤ To the extent feasible, and as needed to avoid adverse impacts on traffic flow, schedule truck trips outside of peak morning and evening commute hours. ➤ Install traffic control devices as specified in Caltrans' Manual of Uniform Traffic Controls Devices for Construction and Maintenance Work Zones where needed to maintain safe driving conditions. Use flaggers and/or signage to safely direct traffic through construction work zones. ➤ Develop a plan to coordinate with facility owners or administrators of police and fire stations, hospitals, and schools and provide advance notification of the timing, location, and duration of construction activities and road closures. ➤ Coordinate with the Santa Monica Big | City of Culver City | Pre-construction Construction | City of Culver City | N/A |



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| | <p>Blue Bus, Culver City Bus, and the Los Angeles Metropolitan Bus service to temporarily relocate bus stop during construction.</p> | | | | |

