

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>finding program to enhance pedestrian movement between the Project Site and its surroundings. This system could include real-time transit information as well as pedestrian way-finding information. The system could have digital media display as well as projected images on to the improved sidewalks within the Project Site. An example of such a system could be the TransitScreen's SmartWalk system. The SmartWalk system involves projecting the real-time dashboard of information to the sidewalks, plazas or other public spaces embedding not only transit information but also way-finding options with think arrows pointing the public in the direction of buses, train station, bike share stations and other relevant places of interest. This improvement is shown in Figure IV.B.1-20 on page IV.B.1-82 (Reprinted and included in Appendix A of this MMRP).</p>	<p>Occupancy for the first development phase or individual project that would benefit from this mitigation measure</p>	<p>Department of Transportation</p>			
<p>Mitigation Measure B.1-12: The Project proposes to provide a bicycle lane along Holly Street between Fair Oaks Avenue and Pasadena Avenue connecting the Project component uses and other bicycle infrastructure on-site to the existing bicycle lane along Pasadena Avenue. The Project Applicant, or successor in interest, shall implement a Bike Share Program with two on-site kiosks containing 10 bikes at each location to encourage more employees, residents and visitors to ride bicycles. Bike sharing programs loan or rent bicycles for short trips, providing a convenient, affordable way to get around without a car.</p>	<p>Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Department of Transportation</p>			
<p>Mitigation Measure B.1-13: The Project Applicant, or successor in interest, shall provide bike racks at convenient locations throughout the Project Site, where feasible to facilitate the safe storage of bicycles and provide convenient bicycle access to all facilities on the Project Site.</p>	<p>Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this</p>	<p>Building Department and Department of Transportation</p>			

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<p>Mitigation Measure B.1-14: The Project shall implement a system-wide signal system upgrade within the Study Area by upgrading the signal controller systems and installing CCTV cameras along key travel corridors at the following 33 locations:</p> <ul style="list-style-type: none"> • Intersection #9—Orange Grove Boulevard/SR-134 Freeway Eastbound Off-Ramp; • Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street; • Intersection #14—St. John Avenue/Walnut Street; • Intersection #15—St. John Avenue/Union Street; • Intersection #16—St. John Avenue/Colorado Boulevard; • Intersection #17—St. John Avenue/Green Street; • Intersection #18—St. John Avenue/Del Mar Boulevard; • Intersection #19—Pasadena Avenue/Walnut Street; • Intersection #20—Corson Street/Walnut Street; • Intersection #21—Pasadena Avenue/Union Street; • Intersection #22—Pasadena Avenue/Colorado Boulevard; • Intersection #23—Pasadena Avenue/Green Street; • Intersection #24—Pasadena Avenue/Del Mar Boulevard; • Intersection #30—Fair Oaks Avenue/Orange Grove Boulevard; • Intersection #31—Fair Oaks Avenue/Villa Street; • Intersection #32—Fair Oaks Avenue/Maple Street; • Intersection #33—Fair Oaks Avenue/Corson Street; • Intersection #34—Fair Oaks Avenue/Walnut Street; • Intersection #35—Fair Oaks Avenue/Holly Street; 	<p>mitigation measure</p> <p>Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Department of Transportation</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<ul style="list-style-type: none"> • Intersection #36—Fair Oaks Avenue/Union Street; • Intersection #37—Fair Oaks Avenue/Colorado Boulevard; • Intersection #38—Fair Oaks Avenue/Green Street; • Intersection #39—Fair Oaks Avenue/Valley Street; • Intersection #40—Fair Oaks Avenue/Del Mar Boulevard; • Intersection #41—Fair Oaks Avenue/California Boulevard; • Intersection #43—Raymond Avenue/Walnut Street; • Intersection #46—Raymond Avenue/Colorado Boulevard; • Intersection #47—Raymond Avenue/Green Street; • Intersection #53—Arroyo Parkway/Colorado Boulevard; • Intersection #61—Marengo Avenue/Maple Street; • Intersection #62—Marengo Avenue/Corson Street; • Intersection #63—Marengo Avenue/Walnut Street; and • Intersection #66—Marengo Avenue/Colorado Boulevard. <p>The intersections in the Study Area where signal controller and other equipment upgrades are proposed are shown in Figure IV.B.1-20 on page IV.B.1-80 (Reprinted and included in Appendix A of this MMRP).</p>					
<p>Mitigation Measure B.1-15: Intersection #13—I-210 Freeway Eastbound Off-Ramp/Maple Street. The following improvement shall be implemented at this intersection: (1) install a traffic signal at this location subject to the review and approval of the City of Pasadena and Caltrans.</p>	<p>Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Departments of Public Works and Transportation</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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<p>Mitigation Measure B.1-16: The Project Applicant, or its successor in interest, shall contribute funds to the City's Neighborhood Traffic Management Capital Improvement Program Fund. The funds would be used to implement traffic management measures to protect neighborhoods potentially influenced by the Project's traffic.</p>	<p>Prior to issuance of Certificate of Occupancy for each development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Department of Transportation</p>			
<p>Mitigation Measure B.1-17: The Project Applicant, or its successor in interest, shall prepare a Construction Traffic Management Plan to the satisfaction of the City of Pasadena Department of Transportation and Public Works Department at the time of final design. This Construction Traffic Management Plan shall include, at a minimum, the following key elements:</p> <ul style="list-style-type: none"> • Final haul routes, dust control, noise control and the methods demonstrating compliance with City regulations; • Measures to be used to ensure that the construction activities and workers follow the provisions of the Project's Construction Traffic Management Plan; and • Provide details of activities planned on-site at the time of final design, prior to commencement of construction. • Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on-and off-site. • Reroute construction trucks away from congested streets or sensitive receptor areas. 	<p>Prior to issuance of the first demolition permit, grading permit, or building permit, whichever occurs first that would benefit from this mitigation measure</p>	<p>Building Department and Department of Transportation</p>			
<p>Mitigation Measure B.1-18: The Project driveway along Pasadena Avenue shall be closed during the periods of</p>	<p>During all phases of Project construction</p>	<p>Department of Transportation</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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construction when this section of Pasadena Avenue is used for construction staging.					
Parking					
Project Design Feature B.2-1: A total of 3,322 parking spaces would be provided within a multi-level subterranean parking structure located within the North Development Area. Of this total, 1,500 parking spaces would be constructed as part of Phase 1 development, with the balance, 1,822 parking spaces constructed as part of Phase 2 development.	Prior to issuance of Certificate of Occupancy for each development phase	Building Department and Planning and Community Development			
Mitigation Measure B.2-1: The Construction Traffic Management Plan required by Mitigation Measure B.1-17, shall include provisions to address construction worker parking requirements during Phase 1 construction (e.g., use parking within the on-site parking structures located south and east of Leonard J. Pieroni Street, off-site City-operated parking structures within the Project area, off-site remote parking, off-site remote parking facilities with shuttles to the Project Site, etc.).	Prior to issuance of the first demolition permit, grading permit, or building permit, whichever occurs first that would benefit from this mitigation measure	Building Department and Department of Transportation			
Aesthetics, Visual Character, and Views					
Mitigation Measure C.1-1: Where Project construction is visible from pedestrian locations adjacent to the Project Site, temporary construction fencing shall be placed along the periphery of the development site to screen construction activity from view at the street level from off-site locations.	During all phases of Project construction	Building Department			
Mitigation Measure C.1-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways that are accessible/visible to the public, and that such temporary barriers and walkways are maintained in a visually attractive	During all phases of Project construction	Building Department			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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manner throughout the construction period.					
Light, Glare, and Shading					
Project Design Feature D-1: Light sources associated with Project construction would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting would not be so limited as to compromise the safety of construction workers.	During all phases of Project construction	Building Department			
Project Design Feature D-2: Glass used in building façades would be anti-reflective or treated with an anti-reflective coating in order to minimize glare.	During all phases of Project construction	Building Department			
Project Design Feature D-3: Outdoor lighting would be designed and installed with shielding and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent property.	During all phases of Project construction	Building Department			
Project Design Feature D-4: The use of spotlights, flood lights, klieg lights, or similar high intensity light source for outdoor lighting at the Project Site would be prohibited.	Project operations	Department of Planning and Community Development			
Cultural Resources—Historic Resources					
No mitigation measures required.					
Cultural Resources—Archaeological and Paleontological Resources					
Mitigation Measure E.2-1: A qualified Principal Archaeologist meeting the Secretary of the Interior's Qualification Standards for Archaeology shall be retained prior to the start of excavation. The Principal Archaeologist shall prepare and implement a monitoring plan to reduce potential Project effects on unanticipated discoveries of buried prehistoric archaeological resources. The plan should include	Prior to start of construction and during on-site excavation	Department of Planning and Community Development			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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<p>the professional qualifications required of key staff, monitoring protocols, provisions for evaluating and treating sites discovered during ground-disturbing activities, and reporting requirements. The monitoring protocols could include the following:</p> <ol style="list-style-type: none"> 1) Prior to construction in any given area, the Principal Archaeologist shall evaluate the extent to which construction activities have the potential to unearth cultural resources; 2) Activities with a high potential for unearthing cultural resources shall be monitored continuously during ground-disturbing activities. Areas with a moderate potential shall be monitored on a part-time basis. Areas with a low potential shall be monitored on a periodic basis. Areas evaluated as having no potential require no monitoring. The Principal Archaeologist shall be empowered to change the status rating of any given area based on field observations. 3) If cultural resources are discovered during construction that may be eligible for listing in the CRHR, all ground disturbing activities in the immediate vicinity of the find shall be halted until the find can be evaluated by the Principal Archaeologist. If the find is recommended eligible by the Project Archaeologist, the project proponent and City of Pasadena shall be notified and a treatment plan developed and implemented to reduce project effects on the newly discovered resource to a less than significant level. 4) If human remains are discovered, all ground-disturbing activities shall cease in the immediate area and the Los Angeles County Coroner shall be contacted. Disposition of human remains and any associated grave goods, if encountered, shall be treated in accordance with 					

**Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix**

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
				Initial	Date	Comments
<p>procedures and requirements set forth in California Health and Safety Code Section 7050.5 and PRC 5097.91 and 5097.98, as amended.</p> <p>The monitoring plan would also include a provision for Native American monitoring during ground-disturbing activities.</p>						
<p>Mitigation Measure E.2-2: Prior to construction, an inventory and a testing plan shall be prepared to identify and evaluate the buried historical-period archaeological deposits suspected to exist within the North Development Area. The testing plan shall include: a summary of pertinent background information, including the environmental and cultural settings of the Project area; a research design, to guide the testing program; proposed field and laboratory methods; reporting methods; plans for curation of collected materials; and a schedule for completing the proposed work.</p>	<p>Prior to start of construction and during on-site excavation</p>	<p>Department of Planning and Community Development</p>				
<p>Mitigation Measure E.2-3: A qualified Principal Paleontologist approved by the City of Pasadena shall be retained prior to the start of excavation to implement the following mitigation measures during or following excavation, as appropriate. The Paleontologist shall have an M.S. or Ph.D. degree in paleontology or geology and shall be familiar with paleontological salvage or mitigation procedures and techniques.</p>	<p>Prior to start of construction and during on-site excavation</p>	<p>Department of Planning and Community Development</p>				
<p>Mitigation Measure E.2-4: The Principal Paleontologist shall examine bore logs of the Project Site to determine if the strata underlying the site are sufficiently fine grained to contain fossilized remains and, if so, what level of paleontological monitoring shall be implemented during excavation.</p>	<p>During on-site excavation</p>	<p>Department of Planning and Community Development</p>				
<p>Mitigation Measure E.2-5: If it is determined that the strata underlying the Project Site are sufficiently fine grained to contain fossilized remains, the Principal Paleontologist shall develop a written storage agreement with a recognized</p>	<p>During on-site excavation</p>	<p>Department of Planning and Community Development</p>				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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<p>museum repository such as the LACM regarding the permanent storage and maintenance of any such remains recovered as a result of implementing these mitigation measures.</p> <p>Mitigation Measure E.2-6: If the review of the bore logs, per Mitigation Measure E.2.4, reveals that monitoring is appropriate, the Principal Paleontologist and/or his Field Supervisor shall be present at a preconstruction meeting to consult with appropriate City of Pasadena and Construction Contractor staff. During the meeting, the Paleontologist and/or the Field Supervisor shall conduct an employee environmental awareness training session for all personnel who will be involved in excavation.</p>	During on-site excavation	Department of Planning and Community Development			
<p>Mitigation Measure E.2-7: If the review of the bore logs, per Mitigation Measure E.2-4, reveals that monitoring is appropriate, a Paleontological Monitor, under the direction of the Principal Paleontologist or the Field Supervisor, shall be on site to inspect new exposures created by excavation once that earth-moving activity has reached a depth 5 feet below the current ground surface. Monitoring will allow for the recovery of fossil remains that might be uncovered by excavation.</p>	During on-site excavation	Department of Planning and Community Development			
<p>Mitigation Measure E.2-8: If fossil remains are discovered, the monitor shall recover them. If necessary, excavation at the fossil locality shall be halted or diverted temporarily around the locality until the remains have been recovered. The Paleontological Monitor shall be equipped to allow for the timely recovery of such remains. If necessary to reduce the potential for a delay of excavation, additional personnel shall be assigned to the recovery of an unusually large or productive fossil occurrence. Following the discovery of the remains, monitoring shall be raised to full time if full-time monitoring is not already in effect. On the other hand, if too</p>	During on-site excavation	Department of Planning and Community Development			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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few or no fossil remains have been found once 50 percent of the base of the excavation has been exposed, the Principal Paleontologist can recommend that monitoring be reduced.					
Mitigation Measure E.2-9: If appropriate, bulk samples of fine-grained sediment shall be recovered and processed to allow for the recovery of micro vertebrate remains. The total weight of those samples shall not exceed 6,000 pounds. Splits of the samples will be submitted to commercial laboratories for microfossil or radiometric dating analysis.	During on-site excavation	Department of Planning and Community Development			
Mitigation Measure E.2-10: Recovered fossil remains shall be prepared to the point of identification, identified by knowledgeable paleontologists, curated, and cataloged in compliance with designated museum repository requirements.	During on-site excavation	Department of Planning and Community Development			
Mitigation Measure E.2-11: The entire fossil collection (along with associated specimen data and corresponding geologic and geographic locality data and copies of pertinent field notes, photos, and maps) shall be transferred to the repository for permanent storage and maintenance. Associated specimen data and corresponding geologic and geographic locality data shall be archived at the repository and, along with the fossil specimens, shall be made available to paleontologists for future study.	During on-site excavation	Department of Planning and Community Development			
Mitigation Measure E.2-12: Within three months following completion of excavation, a final report of findings that summarizes the results of the work conducted under these mitigation measures shall be prepared by the Principal Archaeologist and the Principal Paleontologist with regard to archaeological and paleontological resources respectively. These reports shall be submitted to the City of Pasadena. With regard to archaeological resources, the final report shall contain site forms, as needed, site significance, and mitigation measures. Any information regarding site locations, Native	Within three months following completion of excavation	Department of Planning and Community Development			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
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American human remains, and associated funerary objects shall be in a confidential addendum, and not made available for public disclosure pursuant to California Government Code Section 6254.10. With regard to paleontological resources, a copy of the final report shall be filed at the museum repository. Submission of the reports as outlined above shall signify completion of the mitigation program.						
Mitigation Measure E.2-13: If human remains are encountered during ground-disturbing activities, work in the affected area and the immediate vicinity shall be halted immediately. The construction manager at the Project Site shall be notified, and shall notify the Native American Heritage Commission and the County Coroner pursuant to procedures and requirements set forth in California Health and Safety Code Section 7050.5. Disposition of the human remains and any associated grave goods shall also be in accordance with this regulation and Public Resources Code Sections 5097.91 and 5097.98, as amended. The archaeologist and the Native American monitor, with the concurrence of the City, shall determine the area of potential impact and the timing when construction activities can resume.	During on-site excavation	Department of Planning and Community Development				
Air Quality Mitigation Measure F-1: All off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of Phase 1 or Phase 2 construction activities for the proposed Project shall meet Tier 3 standards where commercially available per SCAQMD. In addition, after January 1, 2015, all construction equipment subject to this mitigation measure shall meet Tier 4 standards, where available, and be outfitted with CARB-	During all phases of construction	Department of Planning and Community Development and South Coast Air Quality Management District				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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<p>certified BACT devices, to the extent feasible and commercially available (e.g., void the manufacturer's engine warranty or create workplace conditions that are not consistent with OSHA requirements).</p> <p>The Project Applicant shall make available to the lead agency and the South Coast Air Quality Management District a comprehensive inventory of equipment subject to this mitigation measure. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and California Air Resources Board or Air Quality Management District operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment.</p> <p>The Project shall use as many haul trucks for soil export/import that meet 2010 NOx emission levels as are commercially available. In the event that a sufficient number of haul trucks that meet 2010 NOx emission levels are not commercially available to meet the Project's requirements, then the Project shall use as many haul trucks for soil export/import that meet 2007 NOx emission levels as are commercially available. The Project Applicant shall make available to the City of Pasadena a comprehensive inventory of the haul trucks subject to this mitigation measure.</p>					
<p>Mitigation Measure F-2: All construction equipment shall be properly tuned and maintained in accordance with the manufacturer's specifications.</p>	<p>During all phases of construction</p>	<p>Department of Planning and Community Development</p>			
<p>Mitigation Measure F-3: Petroleum powered construction activity shall utilize electricity from power poles rather than</p>	<p>During all phases of construction</p>	<p>Department of Planning and</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
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temporary diesel power generators and/or gasoline power generators unless use of electricity from power poles would present a safety concern to the general public or construction personnel.		Community Development				
Mitigation Measure F-4: Architectural coatings for interiors shall meet super-compliant architectural coating requirements as identified by the SCAQMD (www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf), and where practical, the use of materials that do not require painting or the use of pre-painted construction materials shall be encouraged.	During the application of architectural coatings for building interiors	Building Department and Planning and Community Development				
Mitigation Measure F-5: Maximum daily soil disturbance during Phase 1 shall not exceed 6.66 acres of active grading area and 3,400 cubic yards of export of earth materials per day. Maximum daily soil disturbance during Phase 2 shall not exceed 5.6 acres of active grading area and 3,400 cubic yards of export of earth materials per day.	During on-site excavation	Department of Planning and Community Development				
Greenhouse Gas Emissions (GHG)						
Project Design Feature G-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.	Prior to issuance of Certificate of Occupancy for each development phase or individual project that would benefit from this mitigation measure	Building Department				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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Project Design Feature G-2: The Project would prohibit hearths (woodstove and fireplaces) installed in the residences.	Prior to issuance of Certificate of Occupancy for each development phase or individual project that would benefit from this mitigation measure	Building Department			
Noise					
Project Design Feature H-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.	During all phases of Project construction	Department of Planning and Community Development			
Project Design Feature H-2: Project construction does not include the use of driven piles systems.	During construction of building foundations	Department of Planning and Community Development			
Project Design Feature H-3: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) will be located so as to maintain the greatest distance from sensitive land uses, and unnecessary idling of such equipment will be prohibited.	During all phases of construction	Department of Planning and Community Development			
Project Design Feature H-4: Loading and unloading of heavy construction materials will be located on-site and away from noise-sensitive uses, to the extent feasible.	During all phases of construction	Department of Planning and Community Development			
Project Design Feature H-5: All outdoor mounted mechanical equipment will be enclosed or screened from off-	Prior to issuance of Certificate of	Building Department			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
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site noise-sensitive receptors.		Occupancy for each development phase or individual project that would benefit from this mitigation measure					
Project Design Feature H-6: All Project outdoor loading dock and trash collection areas will be located or constructed such that the line of sight between these noise sources and any adjacent noise sensitive land use would be obstructed to the extent necessary so as to reduce noise to within 5 dBA above ambient (in terms of hourly L_{eq}) as measured at the nearest off-site noise sensitive receptor.		Prior to issuance of Certificate of Occupancy for each development phase or individual project that would benefit from this mitigation measure	Building Department				
Project Design Feature H-7: Project-related outdoor amplified sound system (i.e., loudspeakers) will be directed away or shielded from the on-site residential uses and the off-site hotel uses to the extent possible.		Prior to issuance of Certificate of Occupancy for each development phase or individual project that would benefit from this mitigation measure	Building Department				
Mitigation Measure H-1: No person shall operate any pile driver, power shovel, pneumatic hammer, derrick power hoist, forklift, cement mixer or any other similar construction equipment at any time other than as listed below: 1. From 7:00 A.M. to 7:00 P.M. Monday through Friday; 2. From 8:00 A.M. to 5:00 P.M. on Saturday; 3. Operation of any of the listed construction equipment is prohibited on Sundays and holidays. The prohibitions set forth above shall not apply to the		During all phases of construction	Department of Planning and Community Development				

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Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
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performance of emergency work as defined in Section 9.36.030 of the Pasadena Municipal Code. For purposes of this section, holidays are New Year's Day, Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, and Christmas.						
Hydrology						
No mitigation measures required.						
Hazards and Hazardous Materials						
Mitigation Measure J-1: Prior to the start of Project construction, the Applicant shall conduct a Phase 2 ESA in the portion of the Project Site formerly occupied by possible dry cleaners and gasoline station to assess the potential for the presence of on-site contaminated materials. The Phase 2 ESA shall be reviewed and approved by the Pasadena Fire Department. In the event that on-site contamination is identified, treatment options may include, but are not be limited to, excavation and off-site disposal, soil vapor extraction, or other in-situ remedial measures. All treatment options shall be conducted in accordance with all applicable regulations and in accordance with the requirements of the Pasadena Fire Department and any other regulatory agency with jurisdiction.	Prior to the start of construction within those areas of the Project Site subject to this mitigation measure	Fire Department				
Mitigation Measure J-2: A Soil Management Plan shall be prepared and implemented, by the Applicant, that establishes the protocol to manage the environmental conditions that may be encountered during construction, including soil contamination, as well as underground features such as an underground storage tank, septic tank, clarifier, etc. The Soil Management Plan shall be reviewed and approved by the	Prior to the start of construction within those areas of the Project Site subject to this mitigation measure	Fire Department				

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<p>Pasadena Fire Department. The Soil Management Plan shall include protocols for the following:</p> <ul style="list-style-type: none"> • Obtaining necessary permits (e.g., South Coast Air Quality Management District Rules 1166, 402, and 403); • Identifying impacted soil and underground features; • Notification to the appropriate regulatory agencies (e.g., Regional Water Quality Control Board, Pasadena Fire Department) if environmental contamination is encountered; • Removal of underground storage tank(s) by licensed professionals; • Excavation of impacted soil; • Approval for backfilling and proceeding with the construction; • Segregation of potentially impacted material; • Loading and transportation; • Potential disposal options; • Monitoring and mitigation (if required) of volatile organic compounds (if encountered) and fugitive dust in workers breathing zone, as well as the perimeter of the Project; and • Reporting to the appropriate agency or agencies. 					
<p>Mitigation Measure J-3: During Project construction in areas of the Project Site with suspected contaminated soils, there shall be an environmental contractor on-site to monitor for contamination when construction occurs in those areas. During Project construction in areas where contaminated soils are not suspected, the environmental contractor shall be on call and available in the event that unanticipated contamination is found. If contamination is found, it would be handled in accordance with applicable regulations.</p>	<p>Prior to the start of construction and during construction within those areas of the Project Site subject to this mitigation measure</p>	<p>Fire Department</p>			

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Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
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<p>Mitigation Measure J-4: If excavation is expected to occur in the vicinity of the natural gas transmission pipeline, a plan shall be developed detailing protective measures for the pipeline. This plan shall be submitted to the Pasadena Fire Department for review and approval prior to any Project excavation activities.</p>	<p>Prior to the start of construction within those areas of the Project Site subject to this mitigation measure</p>	<p>Fire Department</p>			
<p>Mitigation Measure J-5: Prior to the issuance of any building permit in proximity to the natural gas transmission pipeline, the Applicant shall coordinate with the Pasadena Fire Department during their review of site plans to include consideration of the potential risks associated with line failure emergencies on the proposed structure, including, but not limited to, specific setback changes and/or other recommendations to decrease any potential risks. In addition, see Mitigation Measure J-2 above.</p>	<p>Prior to the start of construction within those areas of the Project Site subject to this mitigation measure</p>	<p>Fire Department</p>			
<p>Public Services—Police Protection</p>					
<p>Project Design Feature K.1-1: During construction, the Applicant would implement temporary security measures including security fencing, lighting, and locked entry.</p>	<p>During all phases of construction</p>	<p>Department of Planning and Community Development</p>			
<p>Project Design Feature K.1-2: During construction and operation, the Project would provide private on-site security, a closed circuit security camera system, and, during operation, a keycard entry for residential parking areas.</p>	<p>During all phases of construction</p>	<p>Department of Planning and Community Development</p>			
<p>Mitigation Measure K.1-1: The Applicant shall include provisions in the Project's construction management plan that addresses emergency vehicle access to the Project Site, particularly during the period of time that the on-site segments of Holly Street and Leonard Pieroni Street are under</p>	<p>Prior to issuance of the first demolition permit, grading permit, or building permit, whichever</p>	<p>Building and Police Departments and Department of Transportation</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>construction. This portion of the Project's construction management plan shall be subject to the review and approval of the PPD. The construction management plan may include the following measures:</p> <ul style="list-style-type: none"> • Dedicated compliance from the construction company with the project's construction hours with 24-hour contact phone numbers for PPD and other city departments; • Development of an incident management program so that the construction company can keep the city aware of issues; • Develop investigative process for all theft losses which includes police reporting procedures and steps taken prior to reporting; • Ensure a security walk-thru with the city prior to the start of Project construction; • An agreement between the city and the construction company regarding agreed upon security measures; • Monitoring compliance through regular meetings with the construction company and the City; • Commitment to establish a traffic mitigation plan with the City to include street closures, acceptable levels of traffic flow through the construction area, & minimize traffic delays; • Use of the appropriate number of construction employees for road closures and temporary traffic stops • Development of alternate traffic routes; and • A commitment to install temporary or portable lighting in specific areas to reduce break-in, thefts, and other criminal activity. <p>Mitigation Measure K.1-2: The Applicant shall consult with the PPD prior to and during Project construction and</p>	<p>occurs first that would benefit from this mitigation measure</p>				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>operation to ensure that adequate security measures are incorporated into Phase 1 and Phase 2 of the Project. During this consultation, the Applicant will be required to submit site circulation plans for PPD review. Security measures incorporated into the Project may include the following:</p> <ul style="list-style-type: none"> • On site uniformed security that is visible during critical times such as during the night hours; • The posting and use of surveillance cameras at strategic points and in areas with higher risk of break-ins; • Use of lighting for darkened areas and other sections storing inventory; • Use of local security companies familiar with Pasadena; • Trespass letters on file with the PPD to help expedite trespass arrests when needed; • Limiting the number of hardwired appliances to reduce theft; • Signage posting of warnings, hazards, and trespassing; • Identifiable and easily seen markings on equipment (reduce thefts); • Reduce access to equipment storage areas to designated workers; and • Tools and store depots should be permanently staffed during the day to reduce opportunity for thefts. 	<p>permit, grading permit, or building permit, whichever occurs first that would benefit from this mitigation measure</p>				
Public Services—Fire Protection					
<p>Project Design Feature K.2-1: Construction contractors and work crews would implement the following industry standard measures to minimize fire hazards during construction of the Project: (1) maintain mechanical equipment in good operating condition; (2) careful storage of flammable materials</p>	<p>During all phases of construction</p>	<p>Fire Department</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
					Initial	Date	Comments
in appropriate containers; and (3) immediate and complete cleanup of spills of flammable materials when they occur.							
Mitigation Measure K.2-1: Upon the issuance of the first building permit for Phase 1 and Phase 2 development, respectively, the Applicant shall enter into an agreement with the City to reimburse the City for all of the costs of a City Fire Department Inspector (e.g., include travel time, inspection, research time, vehicle and/or mileage, materials, and supplies) who shall be assigned to the Project during Phase 1 and Phase 2 construction.		Issuance of first building permit for Phase 1 and Phase 2 development	Fire Department				
Mitigation Measure K.2-2: The reconstruction of Holly and Leonard J. Pieroni Streets shall occur in the following sequence prior to the commencement of any construction within the North Development Area. First, the new section of Holly Street, between Leonard J. Pieroni Street and Pasadena Avenue, shall be constructed with an all weather surface to the satisfaction of the PFD. Once this portion of the overall Holly Street improvement is completed, construction may commence on either the eastern portion of Holly Street (between Leonard J. Pieroni Street and Fair Oaks Avenue) or Leonard J. Pieroni Street (between Holly Street and Union Street). At all times, at least two out of the three street segments that comprise the on-site segment of Holly Street and Leonard J. Pieroni Street shall be available for PFD access.		During construction of Holly Street between Fair Oaks Avenue and Pasadena Avenue and the realignment and reconfiguration of Leonard J. Pieroni Street	Public Works Department and Fire Department				
There is no Mitigation Measure K.2-3 (Misnumbering)							
Mitigation Measure K.2-4: The Project's Construction Traffic Management Plan shall include provisions to ensure PFD access along Fair Oaks Avenue between Union Street and Walnut Street throughout the Project's construction period, particularly during those periods of time when Project construction requires the closure of a travel lane along Fair		Prior to issuance of the first demolition permit, grading permit, or building permit, whichever occurs first that	Department of Transportation and Fire Department				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>Oaks Avenue. To achieve this, an assessment of roadway volumes prior to the initiation of a lane closure along Fair Oaks Avenue shall be undertaken. If it is determined by DOT and PFD that traffic volumes with the lane closure would preclude emergency vehicle access along Fair Oaks Avenue, one or more of the following options would be implemented:</p> <p>(1) lane closures would be prohibited during the period(s) of the day during which those impacts would occur,</p> <p>(2) removal of the Fair Oaks Avenue center median adjacent to the Project Site, or (3) additional measures as determined by DOT and PFD.</p>	would benefit from this mitigation measure				
<p>Mitigation Measure K.2-5: Traffic signals in the Project area shall be equipped with emergency vehicle traffic signal preemption systems. The specific traffic signals requiring this system shall be determined by both the PFD and DOT in conjunction with both Phase 1 and Phase 2 development.</p>	Prior to issuance of Certificate of Occupancy for the first development phase or individual project that would benefit from this mitigation measure	Building Department and Department of Transportation			
Public Services—Schools					
No mitigation measures required.					
Public Services—Parks and Recreation					
No mitigation measures required.					
Public Services—Libraries					
No mitigation measures required.					

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
<p>Utilities and Service Systems—Water Supply</p> <p>Project Design Feature L.1-1: The Project would implement the following conservation measures or other substituted measures of equivalent value to reduce the water demand of the Project:</p> <ul style="list-style-type: none"> • Install high efficiency toilets (i.e., 1.28 gallons per flush or less, includes dual flush); • Install high efficiency urinals (i.e., 0.5 gallon per flush or less, includes waterless); • Install faucets with self-closing fixtures providing a flow rate of 0.5 gallon per minute or less in all public restrooms; 	<p>Prior to issuance of Certificate of Occupancy for the development phase or individual project that would benefit from this mitigation measure</p>	<p>Building Department and Department of Public Works</p>			

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification		
				Initial	Date	Comments
<ul style="list-style-type: none"> Install residential kitchen and restroom faucets with a flow rate of 1.5 gallons per minute or less; Install low-flow residential showerheads with a flow rate of 2.0 gallons per minute or less and no more than one showerhead per stall; Install high efficiency community clothes washers with a water factor of 5.0 or less; Install high efficiency residential dishwashers; Integrate domestic water heating systems located in close proximity to the point of use (as feasible); Provide individual metering and billing for water use in all dwelling units and commercial uses where feasible; Utilize efficient irrigation systems that include weather-based irrigation controllers with rain and wind shutoff; Use native and drought tolerant plant materials in the landscape plan with 50 percent of landscape area (square feet) and plant count; and Provide separate metering or sub-metering for irrigated landscapes of 5,000 square feet or more. 						
Utilities and Service Systems—Wastewater						
<p>Project Design Feature L.2-1: If the 8-inch on-site sewer line that starts at the south side of the existing on-site building and extends into Leonard J. Pieroni Street needs to be rerouted during Project construction, it is possible that Holly Street and Leonard J. Pieroni Street may need to be partially closed for up to six months. If rerouting is necessary, standard City procedures would be implemented to maintain existing service during the period the lines are rerouted. In addition, should this improvement be required, the sewer improvements would be scheduled as part of the Project's</p>	<p>During construction in the area of the existing 8-inch on-site sewer line that starts at the south side of the existing on-site building and extends into Leonard J. Pieroni Street</p>	<p>Building Department and Department of Public Works</p>				

Table 1 (Continued)
Mitigation Monitoring and Reporting Program Matrix

Mitigation Measure	Mitigation Monitoring Timing	Responsible Monitoring Entity	Mitigation Measure Complete?	Compliance Verification	
				Initial	Date
proposed street improvements to Leonard J. Pieroni Street and the on-site segment of Holly Street, or precede these improvements, as determined by the City's Public Works Department.					
Utilities and Service Systems—Solid Waste					
No mitigation measures required.					
Energy					
No mitigation measures required.					

APPENDIX A TO EXHIBIT B

Figure IV.B.1-20

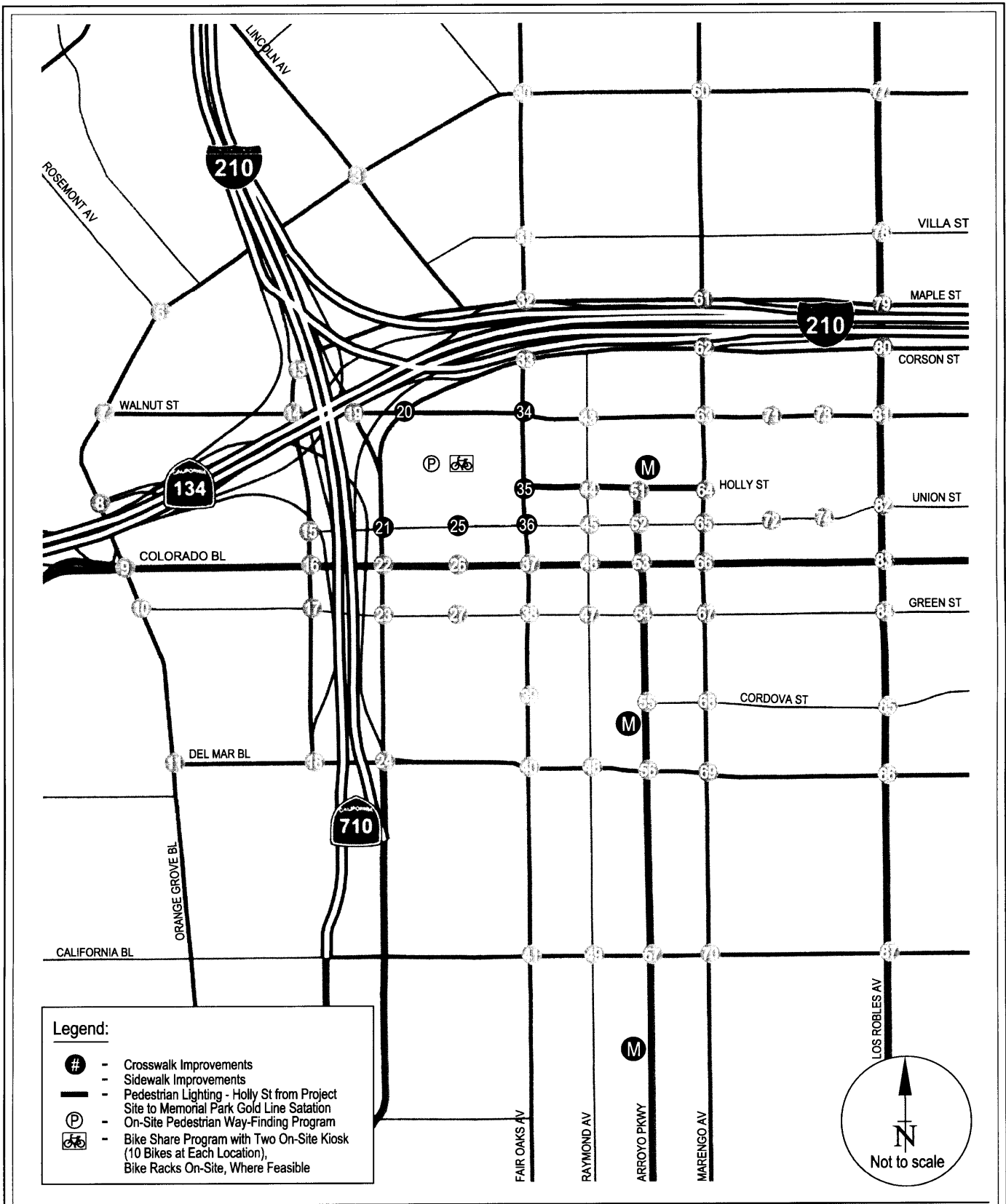


Figure IV.B.1-20

Proposed Mitigation Program – Pedestrian and Bicycle Improvements



EXHIBIT C

Project Design Features

PROJECT DESIGN FEATURES:

Project Design Feature B.1-1: Construction of Holly Street between Fair Oaks Avenue and Pasadena Avenue.

The Project proposes to replace the east-west segment of Leonard J. Pieroni Drive with a new street that would extend Holly Street westerly from Fair Oaks Avenue to directly connect to Pasadena Avenue. This new street would improve circulation within this portion of the Central District by providing an additional east-west connection to serve local traffic as well as providing access to the regional transportation system via Pasadena Avenue.

The new street would be privately owned but built to public street standards. The new on-site segment of Holly Street would be constructed to provide one through travel lane in each direction, a center turn lane, a parking lane and a bike lane on the north side of the street, as well as sidewalks on both sides of the street. Within the sidewalk areas the Project proposes landscaping and street lights. Figure III-8 in Section III, Project Description, of this Draft EIR provide the conceptual alignment for Holly Street, including travel lanes, bicycle and parking lane, driveways, traffic control, and bus stop relative to existing conditions. Figure III-9 in Section III, Project Description, of this Draft EIR depicts the conceptual cross-section for the extension of Holly Street across the Project Site.

Based on this proposed design, these streetscape enhancements would facilitate the operation of Holly Street as a vehicular, pedestrian, and bicycle facility. The proposed streetscape improvements would also serve as a pedestrian corridor connecting Fair Oaks Avenue to Pasadena Avenue and enhance on-site pedestrian connections to Old Pasadena. The proposed streetscape improvements would also facilitate access to the on-site transit kiosk which would be implemented via Mitigation Measure B.1-5. The bicycle lanes proposed as part of the streetscape improvements would connect with the existing bicycle lane on Pasadena Avenue and the Project's proposed on-site network of bicycle amenities which would facilitate bicycle access to all areas within the Project's North Development Area.

Project Design Feature B.1-2: Realignment and reconfiguration of Leonard J. Pieroni Street.

As part of Project development during Phase 1, Leonard J. Pieroni Street is re-envisioned as a pedestrian-oriented street that connects the North Development Area to Old Pasadena. This proposed improvement affects the north-south segment of Leonard J. Pieroni Street that intersects with Union Street and which continues as De Lacey

Avenue south of Union Street. The street currently lacks a sidewalk on the east side of the street, which limits walkability and pedestrian connections to Old Pasadena.

The realigned street would remain privately owned but would be reconstructed to public street standards. The reconfiguration of Leonard J. Pieroni Street includes realignment of the street to the west. The reconstructed north-south segment of Leonard J. Pieroni Street would provide one through travel lane in each direction and sidewalks on either side of the street. The realignment would create sufficient space to construct landscaped pedestrian sidewalks on both sides of the street. Streetscape improvements include enhanced lighting and a landscape parkway between the sidewalk and the roadway to create a safety buffer between vehicles and pedestrians. In addition to providing improved pedestrian access within this portion of the Project Site, the improved streetscape environment would also encourage and provide an aesthetically pleasing pedestrian connection between the Project Site and Old Pasadena. Figure III-8 in Section III, Project Description, of this Draft EIR depicts the conceptual alignment, striping, and traffic control relative to existing conditions for the north-south segment of Leonard J. Pieroni Street. Figure III-9 in Section III, Project Description, of this Draft EIR depicts the conceptual cross-section for the north-south segment of Leonard J. Pieroni Street.

Project Design Feature B.1-3: The Project proposes to modify the southbound approach to the Fair Oaks Avenue and Union Street intersection to improve the pedestrian environment and create additional green space. This would be accomplished by removing the existing concrete island and modifying the existing curb and southbound right turn only lane at the intersection. Implementation of this improvement would maintain the same number of through and turn lanes at the intersection.

Project Design Feature B.1-4: The Project proposes sidewalk widths of a minimum of 12 feet on Fair Oaks Avenue and Walnut Street.

Project Design Feature B.1-5: The Project proposes the construction of three paseo-lined streets that would provide both vehicular and pedestrian access to the Project Site. The three paseo-lined streets would serve as the primary access for vehicles to enter the Project Site and access the on-site parking garages. One paseo-lined street would connect to Fair Oaks Avenue as well as another to Pasadena Avenue and a third to the on-site segment of Holly Street that would be constructed as part of the Project. The paseo-lined street on Fair Oaks Avenue is anticipated to be located between Development Areas A and B, whereas the paseo-lined street that connects to the on-site segment of Holly Street is anticipated to be located so as to create a 4-way intersection with the realigned Leonard J. Pieroni Street. The paseo-lined streets would provide a minimum of one travel lane in each direction, 10 feet of sidewalks for pedestrian access, and may include landscaped areas. The three proposed paseo-lined

streets, as well as the continued use of the two existing driveways on Walnut Street, that are located on either side of the existing Walnut Street Plaza, would provide access to the subterranean parking facility located in the North Development Area.

As such, there would not be direct access to the proposed on-site subterranean parking facility from the streets that border this portion of the Project Site (i.e., Fair Oaks Avenue, Pasadena Avenue, and the on-site segment of Holly Street between Fair Oaks and Leonard J. Pieroni Street).

Project Design Feature B.1-5: The Project's design includes a pedestrian infrastructure network that consists of the following three major components: (1) minimum sidewalk widths for the streets along the perimeter of the North Development Area; (2) enhanced streetscape designs for the proposed on-site segments of Holly Street and Leonard J. Pieroni Street; and (3) on-site network of paseos. Sidewalks for the streets along the perimeter of the North Development Area would be a minimum of 10 feet in width. The enhanced streetscapes for the proposed on-site segment of Holly Street and Leonard J. Pieroni Street would include 10-foot landscaped sidewalks on both sides of both streets which would facilitate pedestrian travel across the Project Site and enhance pedestrian connections with Old Pasadena. The network of paseolined streets together with other pedestrian pathways on-site would create links between the various buildings as well as the primary and secondary open space areas within the Project Site.

Project Design Feature B.1-6: The Project's design includes a bicycle infrastructure network that consists of the following two major components: (1) bicycle lane on the north side of the proposed on-site segment of Holly Street that would connect with the existing bicycle lane on Pasadena Avenue; and (2) the Project's proposed on-site network of bicycle amenities which would facilitate bicycle access to all areas within the North Development Area.

Project Design Feature B.1-7: Tenant and emergency vehicle access would be maintained to all areas of the Project Site during all phases of Project construction.

Project Design Feature D-1: Light sources associated with Project construction would be shielded and/or aimed so that no direct beam illumination is provided outside of the Project Site boundary. However, construction lighting would not be so limited as to compromise the safety of construction workers.

Project Design Feature D-2: Glass used in building façades would be antireflective or treated with an anti-reflective coating in order to minimize glare.

Project Design Feature D-3: Outdoor lighting would be designed and installed with shielding and directed towards the interior of the Project Site so that the light source does not project directly upon any adjacent property.

Project Design Feature D-4: The use of spotlights, flood lights, klieg lights, or similar high intensity light source for outdoor lighting at the Project Site would be prohibited.

Project Design Feature G-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energyefficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

Project Design Feature G-2: The Project would prohibit hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature H-1: Power construction equipment (including combustion engines), fixed or mobile, will be equipped with state-of-the-art noise shielding and muffling devices (consistent with manufacturers' standards). All equipment will be properly maintained to assure that no additional noise, due to worn or improperly maintained parts would be generated.

Project Design Feature H-2: Project construction does not include the use of driven piles systems.

Project Design Feature H-3: Stationary source equipment that is flexible with regard to relocation (e.g., generators and compressors) will be located so as to maintain the greatest distance from sensitive land uses, and unnecessary idling of such equipment will be prohibited.

Project Design Feature H-4: Loading and unloading of heavy construction materials will be located on-site and away from noise-sensitive uses, to the extent feasible.

Project Design Feature H-5: All outdoor mounted mechanical equipment will be enclosed or screened from off-site noise-sensitive receptors.

Project Design Feature H-6: All Project outdoor loading dock and trash collection areas will be located or constructed such that the line of sight between these noise sources and any adjacent noise sensitive land use would be obstructed to the

extent necessary so as to reduce noise to within 5 dBA above ambient (in terms of hourly Leq) as measured at the nearest off-site noise sensitive receptor.

Project Design Feature H-7: Project-related outdoor amplified sound system (i.e., loudspeakers) will be directed away or shielded from the on-site residential uses and the off-site hotel uses to the extent possible.

Project Design Feature K.1-1: During construction, the Applicant would implement temporary security measures including security fencing, lighting, and locked entry.

Project Design Feature K.1-2: During construction and operation, the Project would provide private on-site security, a closed circuit security camera system, and, during operation, a keycard entry for residential parking areas.

Project Design Feature K.2-1: Construction contractors and work crews would implement the following industry standard measures to minimize fire hazards during construction of the Project: (1) maintain mechanical equipment in good operating condition; (2) careful storage of flammable materials in appropriate containers; and (3) immediate and complete cleanup of spills of flammable materials when they occur.

Project Design Feature L.1-1: The Project would implement the following conservation measures or other substituted measures of equivalent value to reduce the water demand of the Project:

- Install high efficiency toilets (i.e., 1.28 gallons per flush or less, includes dual flush);
- Install high efficiency urinals (i.e., 0.5 gallon per flush or less, includes waterless);
- Install faucets with self-closing fixtures providing a flow rate of 0.5 gallon per minute or less in all public restrooms;
- Install residential kitchen and restroom faucets with a flow rate of 1.5 gallons per minute or less;
- Install low-flow residential showerheads with a flow rate of 2.0 gallons per minute or less and no more than one showerhead per stall;
- Install high efficiency community clothes washers with a water factor of 5.0 or less;

- Install high efficiency residential dishwashers;
- Integrate domestic water heating systems located in close proximity to the point of use (as feasible);
- Provide individual metering and billing for water use in all dwelling units and commercial uses where feasible;
- Utilize efficient irrigation systems that include weather-based irrigation controllers with rain and wind shutoff;
- Use native and drought tolerant plant materials in the landscape plan with 50 percent of landscape area (square feet) and plant count; and
- Provide separate metering or sub-metering for irrigated landscapes of 5,000 square feet or more.

Project Design Feature L.2-1: If the 8-inch on-site sewer line that starts at the south side of the existing on-site building and extends into Leonard J. Pieroni Street needs to be rerouted during Project construction, it is possible that Holly Street and Leonard J. Pieroni Street may need to be partially closed for up to six months. If rerouting is necessary, standard City procedures would be implemented to maintain existing service during the period the lines are rerouted. In addition, should this improvement be required, the sewer improvements would be scheduled as part of the Project's proposed street improvements to Leonard J. Pieroni Street and the on-site segment of Holly Street, or precede these improvements, as determined by the City's Public Works Department.

Project Design Feature G-1: The design of the new buildings shall incorporate features to be capable of achieving at least Silver certification under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED)-CS® or LEED-NC® Rating System as of January 1, 2011. Such LEED® features shall include energy efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others.

Project Design Feature G-2: The Project would prohibit hearths (woodstove and fireplaces) installed in the residences.

Project Design Feature L.1-1: The Project would implement the following conservation measures or other substituted measures of equivalent value to reduce the water demand of the Project:

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- Install faucets with self-closing fixtures providing a flow rate of 0.5 gallon per minute or less in all public restrooms;
- Install residential kitchen and restroom faucets with a flow rate of 1.5 gallons per minute or less;
- Install low-flow residential showerheads with a flow rate of 2.0 gallons per minute or less and no more than one showerhead per stall;
- Install high efficiency community clothes washers with a water factor of 5.0 or less;
- Install high efficiency residential dishwashers;
- Integrate domestic water heating systems located in close proximity to the point of use (as feasible);
- Provide individual metering and billing for water use in all dwelling units and commercial uses where feasible;
- Utilize efficient irrigation systems that include weather-based irrigation controllers with rain and wind shutoff;
- Use native and drought tolerant plant materials in the landscape plan with 50 percent of landscape area (square feet) and plant count; and
- Provide separate metering or sub-metering for irrigated landscapes of 5,000 square feet or more.