

County of Los Angeles
Department of Regional Planning

Initial Study Mitigated Negative Declaration

Rorimer & La Seda Residential



October 26, 2020

County of Los Angeles
Department of Regional Planning



Initial Study Mitigated Negative Declaration

for

Rorimer & La Seda Residential

Project Nos.:

RPPL2019004824 - Plan Amendment

RPPL2019004775 – Tentative Tract Map TR82836

RPPL2019004825 – Zone Change

RPPL2019004777 – Environmental

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- C. Native American Heritage Commission Sacred Lands File Check and Consultation List, January 27, 2020.
- D. South Central Coastal Information Center Records Search, March 26, 2020
- E. State of California Important Farmland Map, 2016
- F. Rorimer & La Seda Residential Development Focused Air Quality and Greenhouse Gas Analysis, prepared by Synectecology, June 17, 2020
- G. Low Impact Development (LID) Plan, prepared by C&V Consulting, August 15, 2019, revised November 2019, revised March 2020, revised May 2020
- H. Rorimer & La Seda Residential Development Focused Noise Study, prepared by Synectecology, September 3, 2020
- I. Rorimer & La Seda Residential Development Focused Traffic Analysis, County of Los Angeles, CA, prepared by RK Engineering Group, Inc., June 15, 2020
- J. Rowland Water District Will Serve Letter, March 24, 2020
- K. County Sanitation Districts of Los Angeles County Will Serve Letter, November 1, 2018

EXECUTIVE SUMMARY

This Initial Study assesses the potential environmental impacts of a proposal by The Olson Company to construct and operate the Rorimer & La Seda residential project, which consists of 56 new residential townhome condominium units in eleven buildings on a 2.18-acre (gross) / 1.94-acre (net) lot. The project is located at 18616 Rorimer Street in the La Puente area of unincorporated Los Angeles County.

This Initial Study finds that the Project could have a potentially significant adverse impact relative to the following: air quality from construction; archaeological resources (cultural resources); Native American resources (tribal cultural resources); aesthetics from light glare; from contaminants associated with past site activities (hazards and hazardous materials); construction noise (noise); and utilities related to hazardous waste disposal. However mitigation measures are added to the Project which these reduces each these potential impacts to less than significant levels. Consequently, a Mitigated Negative Declaration will be prepared for the Project.

INTRODUCTION

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines. Section 21063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e. the County of Los Angeles) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the Project to qualify for a Negative Declaration or Mitigated Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects;
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the findings in a Negative Declaration or Mitigated Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

INCORPORATION BY REFERENCE

The information contained in this document is based, in part, on the following documents that include the Project site or provide information addressing the general project area or use:

- **Los Angeles County General Plan (General Plan).** The General Plan, adopted by the Los Angeles County Board of Supervisors on October 2015, provides the policy framework for how and where the unincorporated County will grow through the year 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center. Comprising approximately 4,083 square miles, Los Angeles County is home to 9.5 million people. The Los Angeles County General Plan accommodates new housing and jobs within the unincorporated areas in anticipation of population growth in the County and the region.
- **Final Environmental Impact Report Los Angeles County General Plan Update, County of Los Angeles, State Clearinghouse # 2011081042 (General Plan EIR).** The General Plan EIR, adopted by the Los Angeles County Board of Supervisors on March 2015, was prepared in support of the General Plan and in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

- **Los Angeles County Code (County Code).** Chapter 21 of the County Code establishes procedures for subdividing properties within the County as required by the state of California Subdivision Map Act. Chapter 22 of the County Code the basic zoning regulations under which land is developed and utilized and by which the General Plan is systematically implemented. This includes allowable uses, building setback and height requirements, and other development standards. The basic intent of the Planning and Zoning Code is to promote and protect the public health, safety, convenience, and welfare of present and future citizens of the County.



ENVIRONMENTAL CHECKLIST FORM (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: “Rorimer & La Seda Residential” / Project No’s.
RPPL2019004824 - Plan Amendment
RPPL2019004775 – Tentative Tract Map TR82836
RPPL2019004825 – Zone Change
RPPL2019004777 – Environmental

Lead agency name and address: Los Angeles County Department of Regional Planning, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Elsa Rodriguez / Senior Regional Planner; Tel: (213) 974-6462

Project sponsor’s name and address: Steve Armanino, Director of Development, The Olson Company, 3010 Old Ranch Pkwy, Suite 100, Seal Beach, Ca 90740.

Project location: 18616 Rorimer Street, La Puente, CA 91744
APN: 8726-002-015; 8726-002-016 *USGS Quad:* Baldwin Park

Gross Acreage: 2.18 Acres

General Plan designation: H9 – Residential 9

Community/Area wide Plan designation: South San Jose Hills

Zoning: A-1-6000 Light Agriculture

DESCRIPTION OF PROJECT

The Project is 56 unit residential development comprised of 56 townhome units. These units would be placed on the 2.18-acre Project site, at a density of 25.7 units per acre. As proposed, 44 of the units would be two-bedroom and 12 would be three-bedroom, with 4 of the three-bedroom units restricted to households with incomes at or below 120% of the Los Angeles County median. The Project includes demolition of the existing 17,420 square feet of church and ancillary buildings on site.

LOCATION

Regionally, the Project site is located in the unincorporated area of Los Angeles County, south of the Interstate (I-) 10 Freeway, east of the I-605 Freeway, north of the State Route (SR-) 60 Freeway and west of SR-57. (Reference Figure 1, Regional Location Map.) The site is part of the South San Jose Hills are of unincorporated Los Angeles County, which is a largely residential community located on the southern end of the San Jose Hills, which forms a part of San Gabriel Valley.

Locally, the Project site is addressed at 18616 Rorimer Street in La Puente at the southeast corner of Rorimer Street and La Seda Road. (Reference Figure 2, Project Aerial Location Map.)

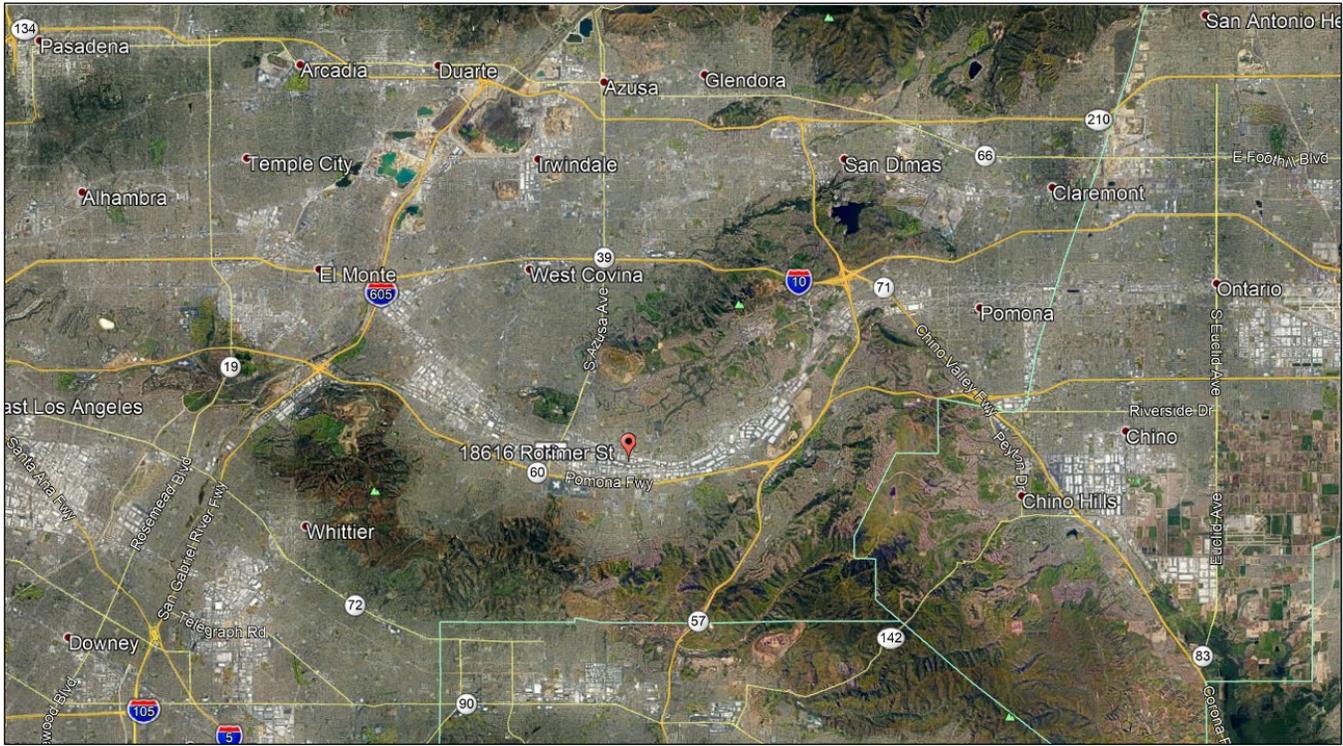


FIGURE 1. REGIONAL LOCATION MAP

(SOURCE: GOOGLE MAPS)

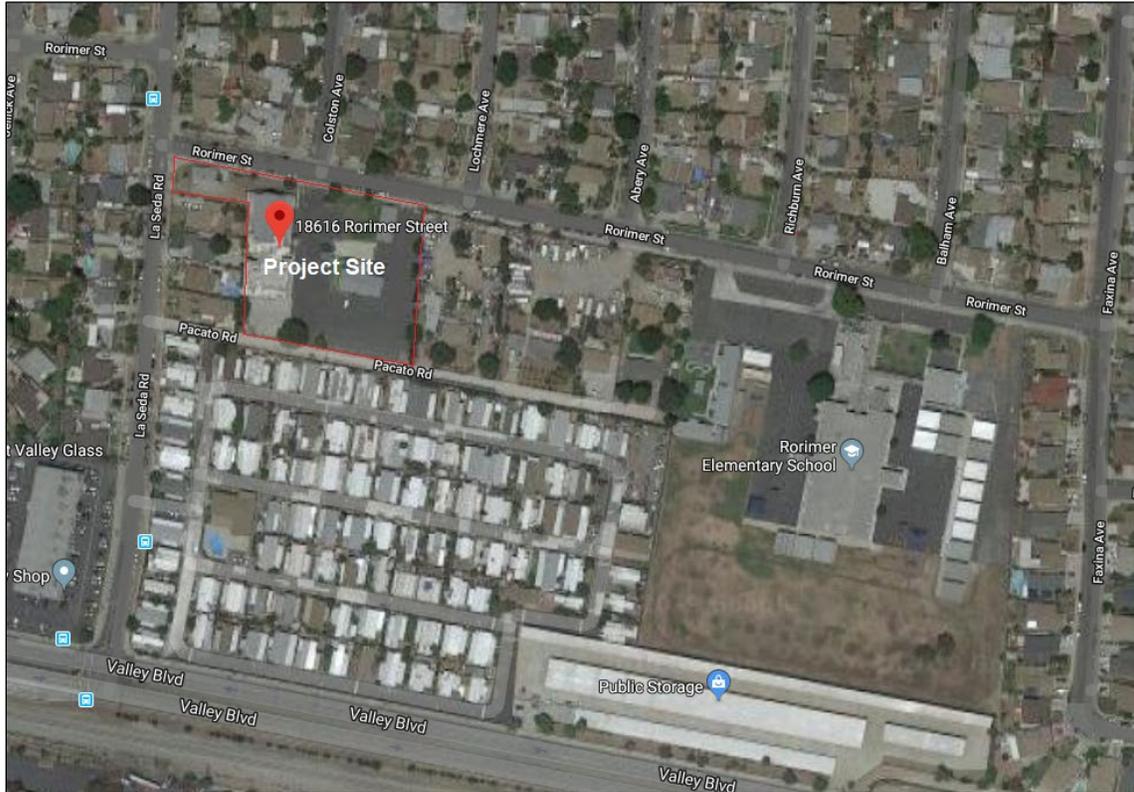


FIGURE 2. PROJECT AERIAL LOCATION MAP

(SOURCE: GOOGLE MAPS)

CONCEPT SITE PLAN

Figure 3, *Conceptual Site Plan on Aerial Map*, presents the proposed site plan for the Project which includes 56 townhome residential units, within eleven separate buildings ranging in size from 2-plex to 9-plex. There is one 2-plex building which is two-story and is located at the northwest corner of site. The balance of the buildings are three-story.

Lot coverage of the residential buildings and garages comprise 31.56% of the 2.2 acre site. The balance of the site would be common area, including parking, driveways, common landscape areas for pedestrian paths and programmed amenities including a covered BBQ/dining area, and fire pit area with lounge chairs.

Table 1 summarizes the Project by number of units, plan type, number of bedrooms, and square footage. As presented in the table, the Project provides 44 two-bedroom units and 12 three-bedroom units. Four of the three-bedroom units would be reserved for sale to qualified moderate income households with incomes no greater than 120% of the County median income.

Primary entry to the Project would be via a 26-foot wide private drive from Rorimer Street. The 2-plex building, one 3-plex building and three 4-plex buildings would take access directly from Rorimer Street. Four interior buildings would access Rorimer Street via internal driveways; these buildings consist of 5-plexes and 6-plexes. Two buildings would take access from Pacato Road; these buildings consist of an 8-plex and a 9-plex. Pacato Road is a private street, and the Project would take access to it via an existing easement which allows access for road purposes. A gated walkway would connect the Project to Pacato Road to the south. Parking for the project is 126 parking spaces at a ratio of 2.25 spaces per unit, with each unit having a two-car garage, and 14 common surface guest parking spaces.

As part of the Project, Pacato Road, which is a private road, would be improved, starting from its connection point in La Seda Road, heading east, to the easternmost end of Tract 82836. A street section and plan details for Pacato Road are included in the Tentative Tract Map submittal application for the Project.



FIGURE 3. CONCEPT SITE PLAN ON AERIAL MAP


 (SOURCE: THE OLSON COMPANY)

No. of Units	Plan Type	Bedrooms	Average Per Unit Gross S.F.	Total Gross S.F.
19	P1	2	1,263	23,997
15	P1X	2	1,338	20,070
8	P2	2	1,429	11,432
2	P2X	2	1,475	2,950
4	P3*	3	1,386	5,544
6	P4	3	1,671	10,026
2	P5	3	1,494	2,988
Totals	56			77,007

Notes:
 S.F. = square footage
 X = additional flex space
 * = units allocated for qualified moderate income households

PROJECT ARCHITECTURAL CONCEPT

Figure 4, *Architectural Style*, shows the architectural elevations for both the various Project building facades that face Rorimer Street. Maximum height of the Project is 25.9 feet for the two-story buildings and 35 feet for the three-story buildings.

All of the Project buildings contain Spanish architectural components, including S-tile roofs, light sand and earth colored stucco exterior walls, stucco windowsill trim, wrought iron railing, arched front entry doorways, corbels and decorative lighting.



FIGURE 4. ARCHITECTURAL STYLE, NORTH ELEVATION FRONTING RORIMER STREET

(SOURCE: THE OLSON COMPANY)

REQUIRED ENTITLEMENTS

Required entitlements for the Project are amendments to the General Plan Land Use Element and zoning maps to change the designation of the site to allow for high density residential development (H 30), and a vesting tentative tract map to subdivide the property for condominium purposes. The Project also requires preparation, processing and approval of this environmental compliance document to ensure consistency with CEQA.

PHASING

Development of the Project is proposed to occur in six phases, with site grading to begin within six months of project approval and construction expected to be completed in 2022.

GRADING

The project grading quantities are as follows: 1,850 cubic yards (c.y.) of cut, 820 c.y. of raw fill, 4' to 6' overexcavation, 5% shrinkage, and 0.1' subsidence (assumed). Haul routes during construction, including movement of soils, are likely to utilize Rorimer Street and La Seda Road for connection to nearby arterial roads including Nogales Street, East Valley Boulevard, and the nearby SR-60 Freeway.

EXISTING PROJECT SITE CONDITIONS

Topography of the Project site is generally flat at an elevation of approximately 437 feet at its northeast corner and sloping gradually west-southwest to an elevation of approximately 431 feet at its southeast corner. Soil conditions consist primarily of brown silty clay. Groundwater is expected to occur at a depth of 28 to 34 feet below ground surface (bgs).

A review of historical uses on the site conducted by Stantec Consulting Services, Inc. on behalf of the Project applicant, show that through 1964, the Project site was developed with orchards and scattered shed like

structures.¹ (Reference Appendix A, *Phase I and II Environmental Site Assessment for 18616 Rorimer and 18631 Pacato Road, La Puente, California*, prepared by Stantec Consulting Services Inc., Appendix A.) By 1964, the orchards on the Project site were replaced with three structures and a parking lot. By 1979, the Project site was developed with a small residential type structure in the northwestern corner and the church buildings in the central portion of the site. By 1995, the Project site was developed to its current configuration, which consists of a religious facility with five buildings: a main sanctuary, fellowship hall, youth chapel and two office buildings. The religious facility also has onsite surface parking, a storage container and scattered lawn and shrubs. (Reference Figure 5, *Existing Site Conditions Aerial View*.)

Of the five existing buildings located on site, the youth chapel and two office buildings are one-story at a height of approximately 15 feet. The main sanctuary, although one-story, has a peaked roof that rises to a maximum height of 35.4 feet. The fellowship hall is a two-story structure at a height of 24.10 feet. Mechanical equipment on top of the fellowship hall raise above the roof another 2 feet. (Reference Figure 6, *Existing Main Sanctuary Building View from Rorimer Street*.) Overhead utility lines at about 39 feet cross through the center of the property. The religious facility takes vehicular access from both Rorimer Street and Pacato Road which borders the site on the south. Hanaro Community Church currently occupies the religious facility. All municipal services including sewer, water, telephone, gas, and electric are connected to the site.



FIGURE 5. EXISTING PROJECT SITE CONDITIONS AERIAL VIEW)

(SOURCE: THE OLSON COMPANY / STANTEC)

¹ Existing site condition information from *Phase I and II Environmental Site Assessment for 18616 Rorimer and 18631 Pacato Road, La Puente, California*, prepared by Stantec Consulting Services Inc. on behalf of the Project Applicant, September 19, 2018 (reference Appendix A.)



FIGURE 6. EXISTING MAIN SANCTUARY BUILDING VIEW FROM RORIMER STREET

(SOURCE: GOOGLE MAPS)

SURROUNDING LAND USES

Historically, similar to the Project site, the surrounding area was developed with orchards through 1964. By 1964, single family residential structures replaced the orchards and a school is developed to the east of the Project site. By 1972, a mobile home community is developed south of the Project site. As shown in Figure 2, *Project Aerial Location Map*, and Figure 5, *Existing Site Conditions Aerial View* above, single family neighborhoods occur north and west of the Project Site. Pacato Road and the mobile home park abut the southern property line of the site, and RV and truck storage parking occurs immediately east of the site. Located further east, beyond the RV and truck storage parking, is Rorimer Elementary School.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: *Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

The County of Los Angeles Department of Regional Planning lists six tribes requesting notification of proposed developments within the area of the Project site: Fernandeano Tataviam Band of Mission Indians; Tejon Indian Tribe; Gabrieleño Band of Mission Indians - Kizh Nation; Gabrieleño Tongva San Gabriel Band of Mission Indians; and San Manuel Band of Mission Indians. On March 10, 2020, letters were sent to representatives of each of the six listed tribes inviting each to request formal consultation (attached in Appendix B). This consultation process and potential Project impacts to Tribal Resources are discussed in Section 18 of this Initial Study.

Additional input regarding archaeological and tribal resources were also requested from the Native American Heritage Commission (NAHC) and South Central Coastal Information Center (SCCIC). In correspondence dated January 27, 2020, the NAHC provided a Sacred Lands File check which was negative (attached in Appendix C). In correspondence dated March 26, 2020, SCCIC summarized their survey results which

similarly found no archaeological resources within the Project area. However, both the NAHC and SCCIC advise that its resources are not exhaustive and that additional information may be uncovered through the tribal consultation process.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency *Approval Required*
 NA

Major projects in the area:

Project/Case No. *Description and Status*
 NA

Reviewing Agencies: [See [CEQA Appendix B](#) to help determine which agencies should review your project]

<i>Responsible Agencies</i>	<i>Special Reviewing Agencies</i>	<i>Regional Significance</i>
<input type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None
<input type="checkbox"/> Regional Water Quality Control Board:	<input type="checkbox"/> Santa Monica Mountains Conservancy	<input type="checkbox"/> SCAG Criteria
<input checked="" type="checkbox"/> Los Angeles Region	<input type="checkbox"/> National Parks	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Lahontan Region	<input type="checkbox"/> National Forest	<input type="checkbox"/> Water Resources
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> Edwards Air Force Base	<input type="checkbox"/> Santa Monica Mtns. Area
<input type="checkbox"/> Army Corps of Engineers	<input type="checkbox"/> Resource Conservation District of Santa Monica Mountains Area	<input type="checkbox"/>
<input type="checkbox"/> LAFCO	<input type="checkbox"/>	

Trustee Agencies

None
 State Dept. of Fish and Wildlife
 State Dept. of Parks and Recreation
 State Lands Commission
 University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

DPW
 Fire Department (delete those that don't apply)
 - Forestry, Environmental Division
 - Planning Division
 - Land Development Unit
 - Health Hazmat
 Sanitation District
 Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
 Sheriff Department
 Parks and Recreation
 Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY

The environmental factors checked below would be potentially significant impacts affected by this project.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture/Forestry | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Department.)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


 Signature (Prepared by)

10-26-2020
 Date


 Signature (Approved by)

October 30, 2020
 Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Except as provided in Public Resources Code Section 21099, would the project:

a) Have a substantial adverse effect on a scenic vista?

The County recognizes that scenic features in the region, such as the coastline and mountain vistas are significant natural resources. A scenic vista is defined as a scenic view from a given location, such as a highway, corridors (or routes), hillsides, ridgelines, a park, a hiking trail, river/waterway, or even from a particular neighborhood. The boundaries of a viewshed are defined by the field of view to the nearest ridgeline. Scenic viewsheds vary by location and community and can include ridgelines, unique rock outcroppings, waterfalls, ocean views or various other unusual or scenic landforms.² Designated County natural and scenic resources are identified in the General Plan Review Chapter 9: Conservation and Natural Resources Element.

Within the County, there are three adopted state scenic highways: Angeles Crest Highway Route-2, from 2.7 miles north of I-210 to the San Bernardino County line; Mulholland Highway (two sections), from SR-1 to Kanan Dume Road, and from west of Cornell Road to east of Las Virgenes Road; and Malibu Canyon–Las Virgenes Highway, from SR-1 to Lost Hills Road. There are also eight highways identified with an “Eligible for State Scenic Highway” designation: SR-1 from the Orange County line to SR-19 (Lakewood Boulevard) in the city of Long Beach; SR-1 from SR-187 (Venice Boulevard) in the city of Los Angeles to the Ventura County line; SR-27 (Topanga Canyon Boulevard) from SR-1 to the city of Los Angeles city limit; SR-67 from the Orange County line to SR-60 in the city of Diamond Bar; SR-118 from the western city of Los Angeles boundary to the Ventura County line; SR-210/I-5 from SR-134 in the city of Pasadena, through the city of Santa Clarita to the Ventura County line; U.S. Route 101 from Topanga Canyon Boulevard to the Ventura County line. As shown in Figures 1 and 2, the Project site is not located within the vicinity of these designated or eligible scenic highways.

Protected scenic hillside areas within the County are designated Hillside Management Area or hillside area by the General Plan Conservation and Natural Resources Element. These County designated scenic ridgeline and hillside areas include the Santa Monica Mountains, Angeles National Forest and Puente Hills which is the area closest to the Project site, located approximately 15 miles to the east. The Project site is a flat infill parcel, surrounded by mostly residential, with an adjacent RV and truck storage and nearby elementary school. Consequently, the development of the proposed Rorimer & La Seda Residential on the Project site would not have a substantial adverse effect on a scenic vista.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?

As discussed above, the County defines a scenic vista as a scenic view from a given location, such as a highway, corridors (or routes), hillsides, ridgelines, a park, a hiking trail, river/waterway, or even from a particular neighborhood. Designated County natural and scenic resources are identified in the General Plan Chapter 9: Conservation and Natural Resources Element. The Project site is not within the vicinity of designated scenic

² Los Angeles County General Plan Chapter 9: Conservation and Natural Resources Element

resources. Figure 10.1 of the General Plan identifies the County’s Regional Trail System. The nearest regional trail is in the Rowland Heights area about 5 miles southeast of the Project site. Because of this distance the Project would not be visible from the nearest trail. Consequently, the development of the proposed Rorimer & La Seda Residential would not be visible and would not significantly block views from an existing or proposed regional trail.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

As discussed above, the Project site is not within the vicinity of a designated scenic highway or scenic resource. The Project site is relatively flat and is currently contains a church and ancillary buildings which were constructed by 1995. A records search by the South Central Coastal Information Center (SCCIC) was conducted for the Project site and the results are summarized in a March 26, 2020 letter from SCCIC, contained in Appendix D of this Initial Study document. The SCCIC search covered the Project site and a ½ mile radius, and included a review of recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), and the California State Historic Properties Directory (HPD) listings were reviewed for the Project site. The records search did not identify the existing church building located on the Project site or any resources on within a ½ mile of the site. The site vegetation on the site consists of a few scattered shrubs. The site does not contain a protected tree or rock croppings or historic building. Consequently, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway have a substantial adverse effect on a scenic vista.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

The Project proposes to replace existing an existing religious facility with 56 townhome residential units. This change of would change the visual character of the site, with more and generally higher structures. This change would be most notable in comparison to the existing one-story single family detached houses located north and west of the Project site. These existing one-story houses have maximum heights of generally 16 feet and are zoned A-1-6000 similar to the existing zoning of the Project site. Setbacks for the A-1 zone are: 20 feet front, 5 feet side, 10 feet side reversed corner, and 15 foot rear.

Maximum height of the existing religious facility is 35.4 feet at the peak of the main sanctuary building roof, and 24.1 feet to the roof of the fellowship hall with another 2 feet to the top of roof-mounted mechanical equipment for a combined height of 26.1 feet. The remainder of the buildings are one-story with a height of about 16 feet. As shown in Figure 5, *Existing Site Conditions Aerial View*, the main sanctuary building fronts on Rorimer, with an approximately 25-foot front setback. Directly north of the main sanctuary building are one-story single family residences.

The main sanctuary building is setback approximately 10 feet from the residences. The two-story fellowship hall is also setback approximately 10 feet from the residences.

As proposed, the Project would locate a 2-plex two-story building, with a maximum height of 25.9 feet, closest to the corner of La Seda Road and Rorimer Street setback 15 feet from Rorimer Street, 10 feet from La Seda Road, and 8 feet from the existing single family residential property directly south. (Reference *Conceptual Site Plan on Aerial Map*.) The two-story character of this 2-plex is similar to conventional single family residential. The remaining 10 Project buildings are three-story townhomes with a maximum height of 35 feet. These buildings would be setback 15 feet from Rorimer Street, and 11 feet from the existing single family properties west of the Project site and from the RV and truck supply facility east of the site. To the south of the Project site is Pacato Road and a mobile home park. The proposed Project would be setback 26 feet from the mobile homepark.

The Project also proposes to underground the existing 39 foot high utility lines that run through the cent of the site, and to provide ornamental landscaping along its border with La Seda Road, Rorimer Street, and its west and east borders. (Reference Figure 7, *Schematic Landscape*.)

Although the Project would change the character of the site, it would provide improvements to the site with a consistently designed residential development, landscape and removal of the overhead utility lines. The Project would redevelop the site with a contemporary style residential development. Its proposed setbacks and landscape would provide visual buffer to the existing single family houses north and west of the Project site. The Project area is generally flat and is not governed by scenic regulations and is not within a designaged public viewsheld. Consequently, the Project would not degrade the visual character of the site or its surroundings.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?

Existing overhead lights, at approximately 39 feet in height, currently traverse through the center of the site. These lights would be removed as part of the Project and replaced with decorative lighting. Exterior lighting associated with the Project would be similar to that of surrounding residential properties.

At two locations, the Project townhome buildings would be near the existing single family houses that front La Seda Road. These locations are at the southern border of the two story 2-plex building which would be setback 8 feet from the nearest existing single family house; and at the western border of a three story 6-plex and 8-plex building, both which would be setback 11 feet from the nearest existing single family houses. To ensure proposed Project lighting does not shine on to adjacent residential properties or streets, Mitigation Measure 1.1 is added to the Project. Exterior surfaces of the Project residential buildings would be finished with stucco which is not glare creating material. Consequently, with inclusion of Mitigation Masure 1.1, Project impacts relative to a new source of substantial shadow, light or glare would be reduced to less than significant levels.

Mitigation Measure 1.1: Prior to issuance of Project building plans, the Applicant shall submit for review and approval a photometric study indicating location, direction and intensity of all proposed exterior lighting. The Applicant shall be responsible for all costs associated with this mitigation, and the Department of Regional Planning shall be responsible for its implementation. Alternately, the Applicant shall restrict the installation of lighting along the west property line to be at the first story only, with no exterior lights at the second or third stories.



FIGURE 7. PROJECT SCHEMATIC LANDSCAPE PLAN

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the State of California Important Farmland Map 2016 (Appendix E), the Project site and its surrounding areas are not designated as farmlands. The General Plan Figure 9.5 identifies potential agricultural resources within the County as occurring from the Angeles National Forest north. The Project site is south of the Angeles National Forest and not within any mapping of agricultural resources. Consequently, the Project would not convert Farmland to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The current zoning for the site is A-1-6000 (Light Agriculture). According to Section 22.16.010 of the County Zoning Code, the agricultural zones (Zones A-1 and A-2) are established to permit a comprehensive range of agricultural uses in areas particularly suited for agricultural activities. Permitted uses are intended to encourage agricultural activities and other such uses required for, or desired by, the inhabitants of the community. An area so zoned may provide the land necessary to permit low-density single-family residential development, outdoor recreational uses, and public and institutional facilities. There are no existing agriculture uses in the vicinity of the Project site. Areas south of the site including the mobilehome park have a commercial zoning.

The current General Plan Land Use Map designation for the Project site is H-9 which permits a residential density of up to 9 units per acre net. To develop the proposed 56 residential units at a density of 25.7 units per acre, the Project would rezone the site to R-30 and change the General Plan Land Use Map designation to H30 which permits single family and apartment development up to a density of 30 units per acre. This change of zoning and General Plan Land Use Map designation is consistent with the non-agricultural nature of existing uses on and nearby the site as well as the proposed Project use. Consequently, Project impacts relative to conflicts with existing zoning for agricultural use would be less than significant.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?

The Project site is within an urbanized area. The General Plan identifies the Los Padres National Forest, Angeles National Forest and Santa Monica Mountains as natural forest areas within the County. Of these areas, the Santa Monica Mountains are the closest to the Project site at a distance of approximately 22 miles. There are no lands zoned for timberland production within the County. Consequently, the Project would not conflict with existing zoning for, or cause rezoning of forest land.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

As discussed in above, no forest lands occur in the vicinity of the Project site. Consequently, the Project would not result in a loss of forest land or conversion of forest land.

e) 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?

No Farmland or forest land occurs in the vicinity of the Project site. Consequently, the Project would not result in the conversion from Farmland to a non-agricultural use or from forest to a non-forest use

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Data presented in this Air Quality section includes information provided by *Rorimer & La Seda Residential Development Focused Air Quality and GHG Impact Study, County of Los Angeles, prepared by Synectecology* (Air Quality Impact Study); and contained as Appendix F. To estimate Project air pollutant emissions, the Air Quality Impact Study uses the *California Emissions Estimator Model Version 2016.3.2 (CalEEMod)* to calculate criteria air pollutants from the construction and operation of the Project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions.

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Applicable Air Quality Policies: The Project area is within Los Angeles County which is part of the the South Coast Air Basin (SCAB), which is bounded by the Pacific Ocean to the south and west and mountains to the north and east. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD and the Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the SCAB. Since 1979, a number of AQMPs have been prepared. Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon. The latest version is the 2019 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation.

Project Compliance with Air Quality Plan: CEQA requires that projects be consistent with the AQMP. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the AQMP in the following ways: (1) it fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are fully addressed; and (2) it provides the local agency with ongoing information assuring local decision-makers that they are making real contributions to clean air goals contained in the AQMP.

Only new or amended General Plan elements, specific plans, and regionally significant projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local General Plans. Projects that are consistent with the local General Plan are, therefore, considered consistent with the air quality management plan.

To develop the Project site at a residential project at a density of 25.7 units per acre, the Project requires amendments to both the General Plan Land Use Map and zoning map. As proposed, the Project would amend the General Plan Land Use Map designation for the site from to H9 to H30, which permits single family

residences, two family residences and multifamily residences. This transition would be consistent with the single family residential uses surrounding the Project site. As described in the Tables 2 and 3, this transition would not result in significant construction emissions nor significant operation emissions. Additionally, the Project would not result in significant localized air quality impacts. As such, the Project is consistent with the goals of 2016 AQMP.

b) 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?

A violation of an air quality standard could occur over the short-term during construction, or over the long-term during its subsequent operation. Each is addressed below.

Short-Term Impacts: Project construction raises localized ambient pollutant concentrations. Construction air quality impacts are considered significant if they exceed any of the following thresholds that have been established by SCAQMD to measure construction emissions. Each of the thresholds represents a daily maximum of acceptable pollutant emissions during the construction period³:

- 75 pounds per day for ROG (reactive organic gases)
- 100 pounds per day for NOx (oxides of nitrogen)
- 550 pounds per day for CO (carbon monoxide)
- 210 pounds per day for PM10 (respirable 10-micron diameter particulate matter)
- 55 pounds per day for PM2.5 (respirable 2.5-micron diameter particulate matter)
- 210 pounds per day of SOx (oxides of sulfur)

Air quality impacts may occur during demolition, site preparation and grading, and construction activities associated with the Project. Major sources of emissions during construction include exhaust emissions, fugitive dust generated as a result of soil and material disturbance during site preparation, and grading activities, and the emission of ROGs during the painting of the structures.

SCAQMD’s Rule 403 governs fugitive dust emissions from construction projects. This rule sets forth a list of control measures that must be undertaken for all construction projects to ensure that no dust emissions from the Project are visible beyond the property boundaries. These measures include: (1) soil stabilizers shall be applied to unpaved roads; (2) ground cover shall be quickly applied in all disturbed areas; and (3) the active construction site shall be watered twice daily. Adherence to Rule 403 is mandatory. Consistent with SCAQMD established methodologies, this rule is a requirement and not a mitigation of the Project. The Project is a relatively small, under three acres, infill development. Construction of the Project would involve standard grading, trenching, paving, building and coatings, typical of construction activities that occur in Los Angeles County.

To evaluate Project air quality impacts, the Air Quality Impact Study assumed that construction would begin in January 2021 and would be completed in January 2022. Construction activities include the demolition of the existing 17,420 square feet of church facility buildings, and the construction of a 56-unit, semi-attached,

³ ROG (reactive organic gases); NOx (oxides of nitrogen); CO (carbon monoxide); PM-10 (respirable 10-micron diameter particulate matter); PM-2.5 (respirable 2.5-micron diameter particulate matter); SOx (oxides of sulfur).

multifamily housing project with a total floor area of 77,003 square feet. Construction is not expected to require substantial import or export of earthwork material beyond that which is expected to be removed during demolition. Subsequent operation of the 56 unit residential development is also evaluated in the Air Quality Impact Study.

Based on these estimates, Table 2 presents the daily emissions projected for Project site construction and demonstrates that all Project construction emissions would be below their respective thresholds. With required SCAQMD's Rule 403 fugitive dust emission controls, as discussed above, Project construction related air quality impacts would be less than significant.

Table 2: Comparison of Project Construction Emissions and Daily Criteria Values (pounds/day) (lbs/day) ¹						
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Demolition	2.18	23.88	16.03	0.03	2.14	1.20
Site Preparation	1.59	18.32	11.07	0.02	1.11	0.70
Grading	2.21	30.69	12.73	0.05	3.07	1.77
Building Construction	2.26	16.74	16.34	0.04	1.31	0.91
Paving	1.39	10.70	12.38	0.02	0.75	0.59
Architectural Coating	47.89	1.56	2.14	0.00	0.18	0.13
Maximum	47.89	30.69	16.34	0.05	3.07	1.77
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No
¹ Maximum daily emissions during summer or winter; includes both on-site and off-site project emissions.						

Long-Term Impacts: Long-term or operational Project emissions are caused by mobile emissions from truck and passenger vehicle traffic, and stationary source emissions from Project building heating and electrical systems. These air quality impacts are considered significant if they exceed any of the following thresholds that have been established by SCAQMD to measure long-term or operational emissions. Each of the thresholds represents a daily maximum of acceptable pollutant emissions:

- 55 pounds per day of ROG
- 55 pounds per day of NOx
- 550 pounds per day of CO
- 210 pounds per day of PM10
- 55 pounds per day of PM2.5
- 210 pounds per day of SOx

The major source of long-term air quality impacts for criteria pollutants is that associated with the emissions produced from project-generated vehicle trips, though stationary sources add to the total. Project traffic is estimated by the *ITE Trip Generation Manual, 10th Edition, 2017*, which calculates average daily traffic (ADT) per townhome residential unit at 7.32 weekdays, 8.14 Saturday and 6.28 Sunday. At 56 units, the Project would

generate 410 Average Daily Trips (ADT) on a weekday, 456 ADT on a Saturday, and 352 ADT on a Sunday. (Project traffic is further discussed in Section 17, Transportation, of this document.)

Major sources of stationary source emissions for the Project include combustion of natural gas for space and water heating. Additionally, the structures would be maintained and this requires repainting over time, thus resulting in the release of additional ROG emissions.

Long-term or operational Project mobile and stationary source emissions are presented in Table 3. All Project long-term emissions are below their respective threshold values and the impact is less than significant.

Source	ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Total Daily Operational Emissions	3.37	3.99	11.66	0.05	3.24	1.11
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes: The CalEEMod model projects summer and winter emissions. These can differ for mobile sources and the higher of the two values were included in the table.						

c) Expose sensitive receptors to substantial pollutant concentrations?

Project construction and operation has the potential to raise localized ambient pollutant concentrations that could be regionally insignificant but could impact nearby sensitive receptors or uses. Nearby sensitive receptors include single family residential units which are located proximate to the Project both to the north across Rorimer Street and west across Le Seda Road. A mobile home park lies to the south across Pacato Road. The Rorimer Elementary School located to the east beyond the RV and truck storage lot.

The SCAQMD has developed screening tables for the construction and operation of projects up to five acres in size. These tables are included in the SCAQMD's Final Localized Significance Threshold Methodology (June 2003) and are periodically updated on the SCAQMD Internet website. The most current update was in 2008 and these data are used in the Air Quality Impact Study. The screening tables calculate allowable emissions based on the source receptor area in which they are produced. In this case, the Project lies within SRA 10 (Pomona/Walnut Valley) and the distance of the sensitive uses from the site. Because of the proximity of the sensitive uses to the Project site, the Air Quality Impact Study applied a 25 meter threshold.

For construction, the SCAQMD screening tables set a CO threshold of 612 pounds per day, a NOx threshold of 103 pounds per day, a PM₁₀ threshold of 4 pounds per day and a PM₂₅ threshold of 2.25 pounds per day, PM₁₀. As shown in Table 2, during construction, peak CO emissions would be 16.34 pounds per day, peak NOx emissions would be 30.69 pounds per day, peak PM₁₀ emissions would be 3.07 pounds per day and peak PM₂₅ emissions would be 1.77 pounds per day, all well below the screening table thresholds.

Unlike construction equipment that generates exhaust and dust in a set area, the primary source of emissions from Project operations would be the addition of vehicles on the roadway system. These emissions are then spread over a vast area and would not result in localized concentrations in proximity to the Project site. Consequently, no significant long-term operational emissions are associated with the Project and there would not be long-term exposure of sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project construction would involve the use of heavy equipment creating exhaust pollutants from on-site earth movement and from equipment bringing concrete and other building materials to the site. With regards to nuisance odors, any air quality impacts would be confined to the immediate vicinity of the equipment itself. By the time such emissions reach neighboring residential properties, they would be diluted to well below any level of air quality concern. Any exposure of the general public to common construction odors would be of short duration and not significant.

Operational odors associated with residential uses typically include cooking and vehicle use. These odors would be nominal, and consistent with the surrounding residential uses. Consequently, potential impacts associated with objectionable odors would not be significant.

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Have a substantial adverse effect, either directly or through habitat modifications, 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?**

Chapter 9, Conservation and Natural Resources Element of the General Plan identifies the biological resources and important habitat areas in the unincorporated areas of Los Angeles County. The Element identifies Significant Ecological Area (SEAs) within the County, a designation is given to land that contains the most sensitive biological resources and established local policies to protect sensitive habitat. The SEA closest to the Project site is the Puente Hills area, located approximately 15 miles east of the Project site.

The Project site is fully urbanized with a building and paving, and surrounded by similarly urbanized land uses. Vegetation on the site consists of a few scattered ornamental shrubs, with the most notable vegetation being a Chinese Elm tree with a diameter of about 12-15 inches at breast height. Neither the elm or other vegetation on the site are native plants likely to support candidate, sensitive or special status species in local or regional plans or by the by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW).

However, the existing Chinese Elm tree and other shrubs on the Project site could provide nesting habitat for birds or roosting habitat for bats, some of which may be sensitive. Migratory birds are protected under the federal Migratory Bird Treaty Act (MBTA) and under Section 3513 et. seq. of the CDFW Code. The Project site is otherwise fully covered by buildings and paving, with no evidence of dirt for burrows or rodent populations to support burrowing owls.

The nesting season for birds in the Los Angeles County region occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). Because there is some possibility that a bird could nest in the existing tree or shrubs on the Project site, Mitigation Measure BIO-1 is added to the Project. Similarly, because there is some possibility that a bat could roost in the existing tree or shrubs, Mitigation Measure BIO-2 is added. With inclusion of these measures, potential impacts relative to a substantial adverse effect, either directly or through habitat modifications, on a sensitive species would be reduced to less than significant levels.

Mitigation Measure BIO-1: Removal of any trees or shrubs shall occur outside the bird nesting season, which occurs between January 1st to September 15th (which accommodates the nesting period for passerine birds and raptors). If the nesting season cannot be avoided and tree or shrubs removal occurs during the period January 1st to September 15th, the Applicant shall retain a qualified biologist subject to the review and approval of the County Department of Regional Planning to verify the presence of nesting birds and, if found, to develop a plan for avoidance. The Applicant shall comply with the plan for avoidance if required.

Mitigation Measure BIO-2: Prior to removal of any trees or shrubs or demolition of structures, the Applicant shall retain a qualified biologist subject to the review and approval of the County Department of Regional Planning to verify the presence of roosting bats, and if found, to develop a plan for avoidance. The Applicant shall comply with the plan for avoidance if required.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?

As discussed above, the Project site is urbanized and surrounded by urban land uses. The Project would be an infill development and consequently, would not cause a substantial adverse effect on a County, USFWS or CDFW designated natural community.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, streams, lakes, and bogs. No bodies of water are located within the vicinity of the site. According to the USFWS National Wetlands Mapper,⁴ no natural wetlands are located within the vicinity of the Project site. Consequently, the Project would not cause a substantial adverse effect on federally protected wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed in Section 4.a, above, the Project site is covered with buildings and asphalt, and surrounded by urban land uses. Vegetation on the site consists of a few scattered ornamental shrubs, with the most notable vegetation being a Chinese Elm tree, which has a diameter of about 12-15 inches at breast height. There is some possibility that the Chinese Elm tree and other shrubs on the Project site could provide nesting habitat for birds or roosting habitat for bats, some of which may be sensitive. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 are added to the Project to ensure possible nesting birds and roosting bats are protected. With inclusion of these measures, potential impacts relative to substantial interference with the movement of any resident migratory fish or wildlife species or migratory wildlife corridor or native wildlife nursery would be reduced to less than significant levels.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10%

⁴ <http://www.fws.gov/wetlands/data/mapper.HTML>; accessed January 10, 2020.

canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?

The Project site is developed and surrounded by urban land. Vegetation on the site consists of a Chinese Elm tree and scattered ornamental shrubs. No oak trees, junipers, joshuas, or southern California black walnut occur within or adjacent to the Project site. Consequently, the Project would not impact oak woodlands.

Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

The Project site is not within a designated Significant Ecological Area. The site is urbanized and surrounded by urban land uses. There are no oak trees on the Project site or wildflower reserve areas. There are no County policies protecting biological resources applicable to the Project site. Consequently, the Project would not conflict with local policies protecting biological resources.

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?

The Project site is not within a designated Significant Ecological Area. The site is urbanized and surrounded by urban land uses. There are no state, regional or County habitat conservation plans applicable to the Project site. Consequently, the Project would not conflict with a habitat conservation plan.

5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?

The CEQA Guidelines, Section 15064.5, define “historic resources” as resources listed in the California Register of Historical Resources, or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources.⁵ The criteria for eligibility are generally set by the Historic Sites Act of 1935, which established the National Register which recognizes properties that are significant at the national, state and local levels. To be eligible for listing in the National Register, a district, site, building, structure, or object that must possess integrity of location, design, setting, materials, workmanship, feeling and association relative to American history, architecture, archaeology, engineering, or culture.⁶ In addition, unless the property possesses exceptional significance, it must be at least 45 years old to be eligible.

There are currently five existing buildings on the site, dating back to about 1972, making them about 48 years old. Although the buildings are old enough to potentially qualify as a historic resource, none of the buildings possess the integrity of location, design, setting, materials, workmanship, feeling and association relative to American history or culture. The existing main sanctuary with its steeped roof is the most notable building on the site. (Reference Figure 6, *Existing Main Sanctuary Building View from Rorimer Street*.) However similarly designed churches occur throughout southern California and the main sanctuary building is not identified by the County or other entity as a potential historic resource.

As discussed in Section 1.c, above, a records search by the South Central Coastal Information Center (SCCIC) was conducted for the Project site, contained in Appendix D of this Initial Study document. The SCCIC search covered the Project site and a ½ mile radius, and included a review of recorded archaeological and built-environment resources as well as a review of cultural resource reports on file and state and national historical records. The SCCIC search did not identify the existing historic buildings located on the Project site or any resources on within a ½ mile of the site.

Figure 9.9 of the General Plan Chapter 9 Conservation and Natural Resources Element lists the identified historic resource sites within unincorporated County areas. The closest identified historic site is Bassett Elementary School, located about 50 miles northwest of the Project site. Consequently, the Project would not result in a substantial adverse change in the significance of a historical resource.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?

⁵ California Public Resources Code Section 5020.1(k), Section 5024.1(g).

⁶ Guidelines for Completing National Register Forms, National Register Bulletin 16, U.S. Department of the Interior, National Park Service, September 30, 1986 (“National Register Bulletin 16”).

“Unique archaeological resources” are defined by §15064.5 of the CEQA Guidelines as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- (1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- (2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- (3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

To identify potential archaeological resources on the Project site and its vicinity, a records search by the SCCIC. (Reference Appendix D.) As summarized in the SCCIC letter, the records search found that in 1894-1904, there was no visible development within the Project area. The only visible features in the area of the Project site were two roads, two intermittent streams and one perennial stream. The Southern Pacific Railroad ran south of the Project area. According to the SCCIC letter, the Project location has not been surveyed for the presence of cultural resources. While archaeological surface finds would not be visible; buried prehistoric or historic cultural resources may be present. To assess the archaeological sensitivity of the site, SCCIC recommends that an archaeological monitor be retained to monitor ground-disturbing activities. In the event that cultural resources are observed, all work within the vicinity of the find should be diverted until the archaeologist can assess and record the find and make recommendations for the documentation and/or preservation of the resources.

Mitigation Measures, below, are added to the Project incorporating the SCCIC recommendation. Cost of these measures shall be the responsibility of the Applicant, and the Department of Regional Planning shall be responsible for their implementation. With inclusion of these measures, potential impacts relative to archaeological resources would be reduced to less than significant levels.

Mitigation Measure 5.1: If an archaeological resource is encountered during ground-disturbing activities, work within 50 feet of the find must halt and a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. The on-site monitoring shall end when the Project site excavation cut activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources.

Mitigation Measure 5.2: During monitoring, if required per Mitigation Measure 5.1, the archaeologist shall complete monitoring logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. Following completion of monitoring, the archaeologist shall prepare a summary memorandum of finds, their significance under CEQA and their disposition.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Chapter 9: Conservation and Natural Resources Element of the General Plan states that over 1,000 fossil localities have been recorded and in excess of a million specimens have been collected in Los Angeles County. These finds have occurred in the La Brea Tar Pits, Santa Monica Mountains, Mint Canyon, Palos Verdes Peninsula and Puente Hills which is the area closest to the Project site, located approximately 15 miles to the east. The Project site has been previously graded to accommodate the existing structure and paving. Consequently, the potential Project impacts regarding paleontological resources would be less than significant.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

As discussed above, the Project site is not within the vicinity of identified archaeological resources, has already been graded, and does not include subsurface excavation such as that necessary to accommodate a subterranean garage or basement. Pursuant to state of California Health and Safety Code provisions (notably § 7050.5-7055), should any human remains be uncovered, all construction activities must cease and the Los Angeles County Coroner, County Department of Regional Planning and Sherriff Department be immediately contacted. With this legal requirement in place and the already disturbed nature of the Project site, the Project's potential to encounter or disturb any human remains would be less than significant.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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As a new development, the Project would be required to comply with the Los Angeles County Green Building Code. The proposed Project will incorporate energy efficient measures such as the following:

- Drip irrigation
- Low flow plumbing fixtures
- Energy efficient appliances and light fixtures
- Net Zero 2020 (enhanced Title 24 standards)
- Solar.

Consequently, the Project would not result in the potentially significant wasteful consumption of energy resources.

b) **Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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As a new development, the Project would be required to comply with the Los Angeles County Green Building Code. It is an infill project that would connect to existing on- and off-site utilities. As required by the 2019 Building Code, the Project buildings would be equipped with solar. Infill development constructed in compliance with the most current Green Building Code would not involve the inefficient use of energy resources.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures used for human occupancy. ⁷The main purpose of the Act is to prevent the construction of buildings used for human occupancy on top of the traces of active faults. General Plan Figure 12.1, Seismic and Geotechnical Hazard Zones Policy Map, identifies Alquist-Priolo zones and active seismic faults within Los Angeles County, with the closest to the Project site approximately 5 miles northwest.

Development of any projects within any active or potentially active fault zone, including Alquist-Priolo fault zones, is not permitted in the state of California. The Project site is located in the generally flat urbanized area and as noted above, not within a designated fault zone. Therefore, potential for ground rupture due to an earthquake beneath the site is very low. However, as required by the California Building Code (CBC), the Project would be required to provide a geotechnical study for review and approval by the County prior to issuance of a building permit. Project construction must then comply with the requirements of the approved geotechnical report and CBC. Compliance with these measures would mitigate potential adverse impacts from regional seismic activity. Consequently, Project impacts related to rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Section 5.6 of the General Plan EIR illustrates that all of Los Angeles County could be affected by seismic hazards including ground shaking. During the life of the proposed Project residential, the site could experience ground shaking from a seismic event. Design and construction in accordance with the current CBC requirements is anticipated to address the issues related to potential ground shaking at the site. Consequently, Project impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?

⁷ Originally titled the Alquist-Priolo Special Studies Zones Act until renamed in 1993, Public Resources Code Division 2, Chapter 7.5, Section 2621.

Liquefaction occurs during moderate to great earthquakes, when ground shaking causes water-saturated soils to become fluid and loose strength, much like quicksand. If the liquefied layer is in the subsurface, the material above it may slide laterally depending on the confinement of the unstable mass. According to General Plan EIR Figure 5.6-2, Map of Seismic Hazards Los Angeles County, areas of liquefaction occur throughout the County typically in areas of shallow groundwater. As noted in Section IV. Existing Project Site Conditions, groundwater on the Project site is expected to occur at a depth of 28 to 34 feet below ground surface (bgs) is not identified by the General Plan EIR as an area of potential liquefaction. Therefore, the potential for liquefaction to occur beneath the site is low. Prior to development, the Project would be required to provide a geotechnical study for review and approval by the County, and to comply with the requirements of the approved geotechnical report. Compliance with these measures would mitigate potential adverse impacts associated with seismic-related ground failure including liquefaction. Consequently, Project impacts related to liquefaction would be less than significant.

iv) Landslides?

According to General Plan EIR Figure 5.6-2, Map of Seismic Hazards Los Angeles County, areas of landslides occur generally within the hills and mountainous areas of the County. The area surrounding the Project site is relatively flat and the site is not identified as being within a potential landslide area. As discussed in Section VI.7.a(i), above, the Project would be required to provide a geotechnical study for review and approval by the County, and to comply with the requirements of the approved geotechnical report. Compliance with these measures would mitigate potential adverse impacts associated with potential landslides. Consequently, Project impacts related to landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

The Project site is relatively flat and already developed with buildings and paving. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation of a Stormwater Pollution Prevention Plan (SWPPP) as required by State Water Resources Control Board. In addition, Los Angeles Regional Water Quality Control Board (LARWQCB) requires that all post development stormwater runoff shall not exceed the pre-development peak flow.

A Low Impact Development (LID) Plan, prepared by C&V Consulting, Inc. (contained in Appendix G of this Initial Study document), presents a plan to collect and filter the drainage from the proposed Project's development. As presented in the plan, site drainage would be captured in a series of catch basins located throughout the site, which would then direct the runoff to 2 detention storm tanks located beneath the Project's private drive and guest parking. (Reference Figure 8, *Project LID Plan Exhibit*.) This proposed detention system is upstream of the proposed WetlandMod Biofiltration System Treatment vault and also detains the treatment volume to allow treatment through the Modular Wetland System Vault-Linear. Runoff is then pumped to a manhole for discharge to Pacato Road.

The proposed LID will achieve the goal of post development runoff not exceeding pre-development conditions. Under current conditions, the Project site is mostly paved with concrete pavement, asphalt pavement and existing structures with concrete foundations that cover 89% of the site. The existing site is 89% impervious and 11% pervious. As proposed, the Project residential buildings will comprise of approximately 78% impervious cover and 22% pervious cover, an increase of perviousness by 11%.

Consequently, by controlling off-site run-off, substantial soil erosion and potential loss of topsoil would be reduced to less than significant levels.

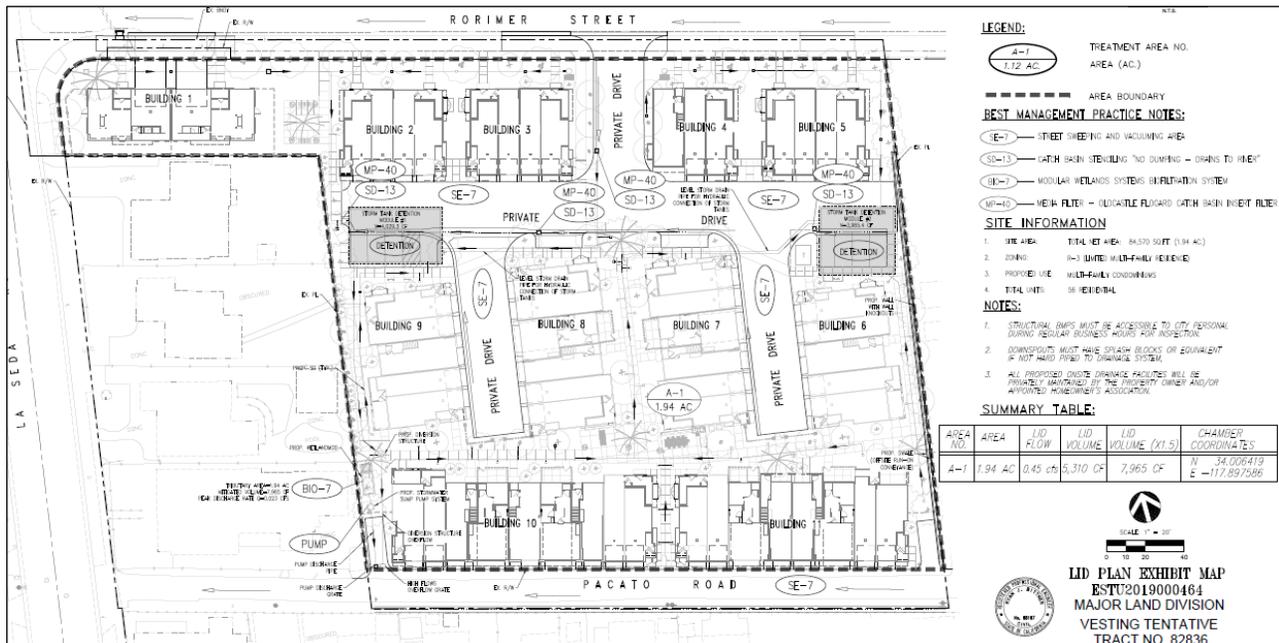


FIGURE 8. PROJECT LID PLAN EXHIBIT

(SOURCE: C&V CONSULTING)

c) 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?

Soil conditions on the Project site consist primarily of brown silty clay materials. The site has a low potential for liquefaction and subsequently lateral spread has a low potential to occur beneath the site. Project construction must comply with the requirements of the approved geotechnical report and CBC. Although there is low probability for unstable soils on the site, compliance with these measures would further reduce potential adverse impacts from geologic hazards. Consequently, Project impacts related to unstable soils, including liquefaction or collapse liquefaction would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Soil conditions on the Project site consist of brown silty earth materials. Expansive soils have not been identified on the site. Prior to development, the Project would be required to provide a geotechnical study for review and approval by the County, and to comply with the requirements of the approved geotechnical report. Consequently, Project impacts related to expansive soils would be less than significant.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

Wastewater flow from the Project would discharge to the existing 8-inch County sewer line in Rorimer Street. The Project proposes a connection to the public sewer system, and will not use septic tanks or alternative wastewater disposal systems.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch. 22.104)?

As discussed in Section 1.a, the Project site is not within a designated Hillside Management Area or hillside area protected by the General Plan Conservation and Natural Resources Element.

8. GREENHOUSE GAS EMISSIONS

Data presented in this Greenhouse Gas Emissions section includes information provided by *Rorimer & La Seda Residential Development Focused Air Quality and GHG Impact Study, County of Los Angeles, prepared by Synectecology* (Air Quality Impact Study); and contained as Appendix F. To estimate Project greenhouse gas emissions, the Air Quality Impact Study uses the CalEEMod.

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

a) **Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?**

Greenhouse gases (GHGs) comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO₂), methane (CH₄), water vapor (H₂O), and nitrous oxide (N₂O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF₆). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

To provide guidance to local lead agencies on determining significance for greenhouse gas (GHG) emissions in their CEQA documents, the SCAQMD has recommended a threshold of 3,000 metric tons (Mtons) of CO₂e per year for residential and commercial projects.

The Air Quality Impact Study calculated GHG emissions for Project construction assuming construction would begin in January 2021 and last approximately 12 months. Table 4 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long term operational emissions pursuant to SCAQMD recommendations. As shown in the Table, emissions are well within the 3,000 Mtons threshold, and below a level of significance.

TABLE 4: PROJECT CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS (MTONS/YEAR)	
Year	Emissions (MTC02e) ¹
2021	350.20
2022	1.49
Total	351.69
Total per Year ²	11.72
Threshold	3,000
Exceeds Threshold?	No
¹ MTCO _{2e} = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons). ² The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.	

Site Operations: In the case of site operations, the majority of greenhouse gas emissions, and specifically CO₂, is due to vehicle travel and energy consumption. As shown in Table 5, combined, mobile, area source, energy, waste, and water conveyance, plus construction emissions amortized over 30 years, would generate 890.72 Mtons of CO₂e on an annual basis. These emissions are below the threshold of 3,000 Mtons per year and the impact is less than significant.

TABLE 5: PROJECT OPERATIONAL GREENHOUSE GAS EMISSIONS (MTONS/YEAR)	
Year	Emissions (MTC02e) ¹
Total per Year	890.72
Threshold	3,000
Exceeds Threshold?	No
¹ MTCO _{2e} = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).	

b) **Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing an approximate 25 percent reduction in emissions). Statewide strategies to reduce GHG emissions include reduced building emission requirements specified in the 2013 Building and Energy Efficiency Standards and California Green Building Standards Code.

Additionally, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted as a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Infill development is included as a strategy for achieving SB375 compliance.

For Los Angeles County, the Project is also required to comply with the following goals and policies established in the County General Plan 2035 for the purposes of reducing GHG emissions.

Goal AQ 3: Implementation of plans and programs to address the impacts of climate change.

Policy AQ 3.1: Facilitate the implementation and maintenance of the Community Climate Action Plan to ensure that the County reaches its climate change and greenhouse gas emission reduction goals.

Policy AQ 3.2: Reduce energy consumption in County operations by 20 percent by 2015.

Policy AQ 3.3: Reduce water consumption in County operations.

Policy AQ 3.4: Participate in local, regional and state programs to reduce greenhouse gas emissions.

Policy AQ 3.5: Reduce water consumption in County operations.

Policy AQ 3.6: Encourage energy conservation in new development and municipal operations.

Policy AQ 3.7: Support rooftop solar facilities on new and existing buildings.

Policy AQ 3.8: Support and expand urban forest programs within the unincorporated areas.

Policy AQ 3.9: Develop, implement, and maintain countywide climate change adaptation strategies to ensure that the community and public services are resilient to climate change impacts.

In addition to the General Plan requirements, the County has established the Unincorporated Los Angeles County Community Climate Action Plan 2020. The Project should comply with the following five strategies for reducing GHG:

BE-1 Green Building Development: Promote and incentivize at least Tier 1 voluntary standards within CALGREEN for all new residential and nonresidential buildings. Develop a heat island reduction plan and facilitate green building development by removing regulatory and procedural barriers.

BE-2 Energy Efficiency Programs: Energy efficiency retrofits for at least 25% of existing commercial buildings over 50,000 square feet and at least 5% of existing single family residential buildings.

BE-2 Solar Installations: Promote and incentivize solar installations for new and existing homes, commercial buildings, carports and parking areas, water heaters, and warehouses. Units will be pre-wired for installation of a future solar system to offset homeowner power consumption.

BE-4 Alternative Renewable Energy Programs: Implement pilot projects for currently feasible wind, geothermal, and other forms of alternative renewable energy.

BE-5 Wastewater Treatment Plant Biogas⁸: Encourage renewable biogas projects.

BE-6 Energy Efficiency Retrofits of Wastewater Equipment: Encourage the upgrade and replacement of wastewater treatment and pumping equipment.

BE-7 Landfill Biogas: Partner with the owners and operators of landfills with at least 250,000 tons of waste-in-place to identify incentives to capture and clean landfill gas to beneficially use the biogas to generate electricity, produce biofuels, or otherwise offset natural gas or other fossil fuels.

The Project would replace an existing church facility with a new residential built in compliance with the current CBC including the Green Building Code. As part of the Project, energy efficient utilities, materials, heating and ventilation, windows, roofs and building materials would be required. As discussed in Sections 10 and 19 below, the Project also includes water quality improvements and would comply with waste recycling requirements. Consequently, the Project would not conflict with policies or regulations aimed at reducing GHG.

⁸ “*Biogas*” refers to a mixture of different gases produced by the breakdown of organic matter in the absence of oxygen.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?

The proposed residential Project is not associated with the transport or use of hazardous materials. However past uses on the Project site could create existing on-site hazards that could require removal and disposal prior to Project development. Phase I and II Environmental Site Assessments (ESAs) were prepared by Stantec Consulting Services, Inc. for the Project and are contained in Appendix A. The Assessments identified potential hazards material associated with environmental or health hazards that could occur onsite, and reached the following conclusions:

- Review of a regulatory agency database search for the Project site and surrounding area indicates no current or past underground storage tanks (USTs) or aboveground storage tanks (ASTs) were reported to have existed on or near the site. Additionally, field observations and soil samples conducted as part of the ESAs uncovered no USTs or ASTs at the site.
- Past agricultural use of the land as orchards could have involved use of pesticides and herbicides containing potentially hazardous chemicals. Soil samples conducted as part of the ESAs found the presence of organochlorine pesticides including 4,4-dichlorodiphenyldichloroethylene (4,4-DDE), 4,4-dichlorodiphenyldichloroethane (4,4-DDD), and 4,4-Dichlorodiphenyltrichloroethane (4,4-DDT). Peak concentrations of 4,4'-DDD was 0.0063 mg /kg, 4,4'-DDE at 0.027 mg/kg, and 4,4'-DDT at 0.0057. These chemicals are potentially hazardous, however the concentrations found are well below the US EPA regulatory screening levels ("RSL's") for residential sites. Cumulative concentrations of organochlorine pesticides compounds are also below the California hazardous waste level. Therefore, the detected levels of organochlorine pesticides are not considered a concern to the site and no further assessment or remediation is recommended by the ESAs.
- Arsenic, which was used historically as a pesticide and herbicide, was reported above residential RSLs in one of the soil samples collected as part of the ESAs. The arsenic concentration found was 0.950 milligrams per kilogram (mg /kg). However, arsenic occurs naturally throughout California at levels significantly exceeding the RSL. The ESAs concluded that the reported arsenic concentration is well within the range of naturally-occurring expected background levels for arsenic in California. Lead was reported in all of the soil samples collected at concentrations below the residential RSL of 80 mg /kg. Because all found chemicals were either found to be either naturally occurring or below their respective RSL, past use of pesticides and herbicides on the site are not considered an environmental concern.
- Given the age of the existing buildings on the Project site (circa 1960s), the presence of lead-based paint (LBP) and asbestos containing materials (ACMs) is considered likely. The lead in LBP is hazardous, known to cause damage to the nervous system and kidneys. Historically, paints included LBP. In 1978, federal regulations were passed largely banning the use of LBP. ACMs can be found in

many building applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. The greatest asbestos-related human health risks are lung damage associated with friable asbestos, which is asbestos material reduced to powder by hand pressure. Federal regulations curtailed the manufacture and use of asbestos as a building material in the late 1970s.

- The ESAs recommend conducting a comprehensive, pre-demolition LBP and ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any activities with the potential to disturb building materials to determine whether ACM are present. Further, in the event LBP or ACM is detected, the ESAs recommend proper removal and disposal of the materials identified prior to any activities with the potential to disturb them.
- Petromat is the registered name of an asphalt product that is frequently composed of ACMs. The existing site currently has asphalt material on its parking lot and basketball court. Samples of the asphalt were taken and tested for asphalt materials. No Petromat was observed from the samples, and the ESAs recommend no further investigation regarding this issue.

To ensure that potential LBP and ACMs in existing onsite buildings are identified and abated, Mitigation Measure 9.1 is added to the Project. Cost of Mitigation Measure 9.1 shall be the responsibility of the Applicant, and the Departments of Regional Planning and Building and Safety shall be responsible for their implementation. With inclusion of this Mitigation Measure, potential impacts relative to transport or use of hazardous materials would be reduced to less than significant levels.

Mitigation Measure 9.1: Prior to any disturbance of the existing buildings on the Project site, a lead-based paint (LBP) survey and an asbestos-containing materials (ACM) survey shall be completed to ensure proper removal and disposal. Removal of LBP and ACM material must be conducted by certified abatement specialists in compliance with applicable regulations. The Applicant shall be responsible for all costs associated with this mitigation, and the Department of Regional Planning shall be responsible for its implementation.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?

As discussed above, the proposed residential Project is not associated with the transport or use of hazardous materials. However past building materials used on the existing onsite buildings could create existing on-site hazards that require removal and disposal of LBP or ACM material prior to Project development. Mitigation Measures 9-1 is added to the Project to require that the existing buildings be surveyed for ACMs and LBPs and, and if found, properly abated. With inclusion of this measure, potential impacts relative to transport or use of hazardous materials would be reduced to less than significant levels.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Residential uses and the elementary school located in the vicinity of the Project site are considered sensitive land uses. Although as previously discussed the proposed residential Project is not associated with the transport or use of hazardous materials, past building materials used on the existing onsite buildings could

create existing on-site hazards that require removal and disposal prior to Project development. Mitigation Measure 9-1 is added to the Project to require that the existing buildings be surveyed for ACMs and LBPs and, and if found, properly abated. With inclusion of this measure, potential impacts relative to hazardous emissions or materials within one-quarter mile of a sensitive land use would be reduced to less than significant levels.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Section 65962.5 requires that state of California Department of Toxic Substances Control (DTSC) compile and update as appropriate a list of all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (HSC). As part of the ESAs prepared for the Project (reference Appendix A, a regulatory records search was conducted, including DTSC records, of properties within the vicinity of the Project site. The closest facility identified is a groundwater plume that runs along San Jose Creek about a mile south of the Project site. Given the distance to the Project site, the ESAs found that the groundwater plume does not present a hazard to the site or proposed Project. Consequently, potential Project impacts associated with a Section 65962.5 are less than significant.

e) 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?

The Bracket Field Airport is located in the City of La Verne approximately 7.7 miles to the northeast of the project site. The airport’s runway is aligned in roughly an east/west orientation and the Project site is not in the prevailing flight path.⁹ Consequently, the Project would not result in an airport related safety hazard for future Project residents.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The emergency response plan for the unincorporated areas of the County is the Operational Area Emergency Response Plan (OAERP), which is prepared by the County Office of Emergency Management (OEM). The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in Los Angeles County. Vehicle access to the Project site is via Rorimer Street. Fire turnarounds and fire lanes are provided within the private drives of the Project in compliance with County Regional Planning and Fire Department requirements. (Reference Figure 9. *Project Emergency Access Plan*.) Consequently, the Project would not impair or physically interfere with the County OAERP or other adopted emergency response or evacuation plan.

⁹ <https://dpw.lacounty.gov/avi/airports/documents/Airport%20Pamphlet%20-%20BrackettField.pdf>; accessed June 10, 2020.

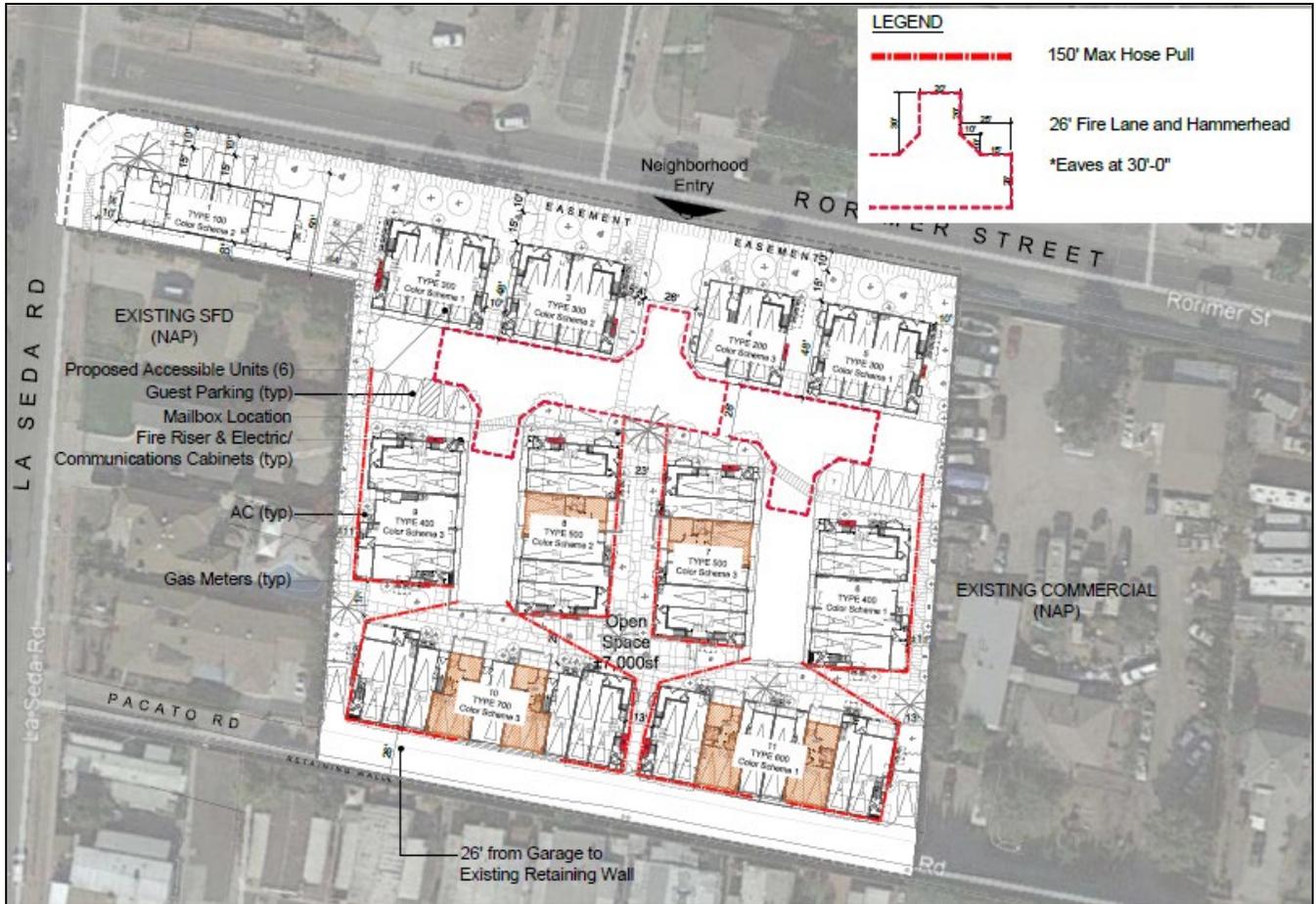


Figure 9. Project Emergency Access Plan

(source: The Olson Company)

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access?

Los Angeles County faces major wildland fire threats due to its hilly terrain, dry weather conditions, and the nature of its plant coverage. The at-risk areas are designated as Fire Hazard Severity Zones (FHSZs) and are classified as Very High, High, and Moderate in State Responsibility Areas and Very High in Local and Federal Responsibility Areas. Areas in the Very High FHSZ areas are generally located in the mountainous and hilly areas of the County, including the Santa Monica Mountains, Angeles National Forest and Puente Hills. The Project site is an infill property located in a flat and urbanized area of the County. According to the County Fire Zone Map, the Project site is not within a Very High FHSZ.¹⁰

Vehicle access to the Project site is via Rorimer Street. Fire turnarounds and fire lanes are provided within the private drives of the Project in compliance with County Regional Planning and Fire Department requirements. (Reference Figure 9. *Project Emergency Access Plan.*) Regional access is available on surrounding arterials and

¹⁰ <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>; accessed September 18, 2019.

freeways, including the nearby I-60 freeway south of the Project site. The Project site is not within a high fire hazard area and would provide adequate access.

ii) within an area with inadequate water and pressure to meet fire flow standards?

The Project site is currently developed and located within a fully urbanized area of the County. An existing County water line is located along Rorimer Street and the Project proposes to connect to this line. Rowland Water District is the water purveyor for the Project site and has provided a letter to the Applicant indicating that adequate water distribution is available to serve the Project (contained in Appendix J of this Initial Study document). Consequently, the Project would locate within an area with adequate water and pressure to meet fire flow standards and in compliance with County Fire requirements.

iii) within proximity to land uses that have the potential for dangerous fire hazard?

As discussed above, the Project site is an infill property located in a flat and urbanized area of the County. According to the County Fire Zone Map, the Project site is not within a Very High FHSZ. The Project site is not proximate to land uses that have the potential for dangerous fire hazard.

h) Does the proposed use constitute a potentially dangerous fire hazard?

As discussed above, the Project site is an infill property located in a flat and urbanized area of the County. According to the County Fire Zone Map, the Project site is not within a Very High FHSZ. The Project would remove two deteriorated buildings and construct a new residential according to current building and fire codes. The Project does not constitute a potentially dangerous fire hazard.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

According to Section 7.1 of the Los Angeles County Low Impact Development (LID) Standards (February 2014)¹¹, “Stormwater quality control measures are required to augment site design principles and source control measures to reduce the volume of stormwater runoff and potential pollution loads in stormwater runoff to the maximum extent practicable.” Section 7.2 of the County LID states that “In general, all proposed projects must maximize on-site retention of the stormwater quality design volume through infiltration and/or bioretention.”

As discussed in Section 7.b., above an LID Plan, prepared by C&V Consulting, Inc. (contained in Appendix G of this Initial Study document), presents a plan to collect and filter the drainage from the proposed Project’s development. Site drainage would be captured in a series of catch basins located throughout the site, which would then direct the runoff to 2 detention storm tanks located beneath the Project’s private drive and guest parking. From there, the drainage would flow to a proposed WetlandMod Biofiltration System Treatment vault that treats the drainage before pumping it to the public storm drain connection on Pacato Road.

The proposed LID will be subject to review and approval by the Los Angeles County Public Works Department. This process will ensure that the Project will meet goals of reducing post development runoff and treating remaining runoff to comply with LARWQCB and County requirements. Consequently, the Project impacts relative to violation of water quality and waste discharge standards would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project site is currently developed with buildings and paving. Its groundwater is reported to have a depth of 28 to 34 feet bgs. The Project would be drawing water from the local water distribution system managed by Rowland Water District. No local groundwater would be drawn to supply water to the Project, and proposed water quality improvements would comply with County LID requirements and protect the quality of the site and surrounding area groundwater supply. Consequently, the Project impact on groundwater supplies or recharge would be less than significant.

¹¹ <https://dpw.lacounty.gov/idd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf>; accessed January 17, 2020.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

The Project site is relatively flat and already developed with buildings and paving. During Project construction when soils are exposed, temporary soil erosion may occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation of a SWPPP as required by State Water Resources Control Board. In addition, LARWQCB requires that all post development stormwater runoff shall not exceed the pre-development peak flow. A Preliminary LID for the Project presents a plan to collect and filter the drainage from the proposed Project’s development. Impervious surface on the site would be reduced from 89% under existing conditions to 78% with the Project. As presented in the LID plan, site drainage would be captured in parkway drains and would flow toward the southern portion of the site drainage.

As proposed, the Project residential buildings will comprise of approximately 78% impervious cover and 22% pervious cover, an increase of perviousness by 11%. By controlling off-site run-off, substantial soil erosion and siltation would be reduced to less than significant levels.

(ii) Substantially increase the rate, amount or depth of surface runoff in a manner which would result in flooding on- or offsite?

As discussed above, the Project would collect both construction and post development run-off on-site consistent with State and County LID requirements. Consequently, the Project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, and this impact is less than significant.

(iii) 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?

As discussed above, the Project would collect both construction and post development run-off on-site consistent with State and County LID requirements. Consequently, the Project would not create or contribute runoff that would exceed existing or planned drainage systems,, and this impact is less than significant.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?

Figure 5.9-3 of the General Plan EIR illustrates locations of flood hazard areas and shows the area surrounding the Project site as outside of any 100-year or 500-year flood hazard. Further, as discussed above, the Project would collect both construction and post development run-off on-site consistent with State and County LID requirements. Consequently, the Project would not impede or redirect flood flows.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements?

As discussed above, the Project LID identifies a series of drainage and water quality improvements required to comply with the County LID requirements. Compliance with the approved LID would ensure that County water quality and waste discharge standards are met. Consequently, the Project would not conflict with the County LID.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

As discussed above, the Project LID identifies a series of drainage and water quality improvements required to comply with the County LID requirements. Compliance with the approved LID would ensure that County water quality and waste discharge standards are met. Consequently, the Project would not conflict with the County LID.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?

The Project is an infill site within a fully urbanized area. As discussed in Sections 4 and 7, the site is not within an area of known geological limitations and is not in close proximity to surface water. Consequently, the Project would not result in adverse impacts relative to onsite wastewater treatment systems.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

As discussed above, the Project site is outside of any 100-year or 500-year flood hazard. A seiche is a surface wave created when an inland body of water is shaken. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The Project site is located inland

approximately 37 miles east of the Pacific Ocean. Consequently, the Project would not place development in areas of flooding, tsunamis or seiches.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed above, the Project LID identifies a series of drainage and water quality improvements required to comply with the County LID requirements. Development of the Project would be subject to County review and approval of the LID. Compliance with the approved LID would ensure that County water quality and waste discharge standards are met. Consequently, Project impacts relative to degradation of water quality would be less than significant.

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) **Physically divide an established community?**

The Project would replace a religious facility with 56 townhome residential units. Surrounding uses north, west and south of the Project site are residential. By developing a new residential development, the Project expand the residential character of the community. The Project would not divide an established community.

b) **Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

The Project site has a current General Plan Land Use Map designation of H9 Residential which permits residential development at 9 units per acre. Current zoning for the site is A-1-6000 Light Agriculture, which allows for a variety of uses, including agriculture, low density residential and outdoor recreation.

To develop the Project site at a residential project at a density of 25.7 units per acre, the Project requires amendments to both the General Plan Land Use Map and zoning map. As proposed, the Project would amend the General Plan Land Use Map designation for the site from to H9 to H30, which permits single family residences, two family residences and multifamily residences. The Project would amend the zoning designation for the site from A-1-6000 to R-3 Limited Density Multiple Residence which permits single family and apartment development up to a density of 30 units per acre. Under the R-3 zone, maximum building height is 35, minimum front setback is 15 feet, minimum rear setback applicable to the site is 15 feet and minimum side applicable to the site is 5 feet.

Amendments to the General Plan Land Use Map and zoning map require Planning Commission and Board of Supervisors review and approval. To review the proposed General Plan Land Use Map Amendment, County officials will be required to make the following findings, as specified in Chapter 22.182 of the County Planning and Zoning Code:

- A. The amendment is consistent with the adjacent area, if applicable.
- B. The amendment is consistent with the principles of the General Plan.
- C. Approval of the amendment will be in the interest of public health, safety, and general welfare and in conformity with good zoning practice.
- D. The amendment is consistent with other applicable provisions of this Title 22.

To review the proposed zoning change, County officials will be required to make the following findings, as specified in Chapter 22.198 of the County Planning and Zoning Code:

- A. Modified conditions warrant a revision in the Zoning Map as it pertains to the area or district under consideration.
- B. A need for the proposed zone classification exists within such area or district.

- C. The particular property under consideration is a proper location for said zone classification within such area or district.
- D. The zone classification at such location will be in the interest of public health, safety and general welfare, and in conformity with good zoning practice.
- E. The Zone Change is consistent with the General Plan.
- F. If the Zone Change will permit any uses prohibited by the existing zoning, that such Zone Change will not result in a need for a greater water supply for adequate fire protection or that the existing and proposed sources of water will provide an adequate water supply.

In regard to the above listed General Plan amendment findings, the Project is consistent with the residential character of the surrounding uses north, west and south of the site. As an infill development, the Project is consistent with General Plan Goal LU-3 that discourages sprawl and Housing Element Goal 1 that encourages a wide range of housing. With its affordable component that would provide four 3-bedroom units at prices affordable to households with a maximum income of 120% of the County median, the Project is consistent with Housing Element Goal 7 promotes an affordable housing stock.

In regard to the above listed zone change findings, increasing the residential density of the site as proposed by the Project responds to state and regional demands to increase housing supply and affordability. The site is suitably located adjacent to existing residential uses. The Project would underground the existing overhead utility lines onsite and provide a contemporary and consistently designed residential development. The Project would meet the development standards of the R-3 zone for height and setbacks and meet the parking requirement of 2.25 spaces per unit. As discussed in Sections 9.f. and 15.a. of this Initial Study, the Project provides for adequate fire protection and Rowland Water District has indicated that there is adequate water capacity for the Project.

Consequently, the Project proposed amendments to the General Plan Land Use Map and zoning map are consistent with the two sets of findings listed above. The Project also requires a tentative tract map and preparation, processing and approval of this environmental compliance document to ensure consistency with CEQA. Following the completion of the review and approval process for the proposed amendment, the Project would not conflict with County land use plans and policies.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?

As discussed in Section 4 of this Initial Study, the Project site is not within a County designated Hillside Management Area or Significant Ecological Area (SEA). Consequently, the Project would not conflict with these plans.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The General Plan Chapter 9: Conservation and Natural Resources Element identifies mineral resources in the County. Regionally-significant mineral resources in the County are designated as Mineral Resource Zones (MRZ-2s). Four major MRZ-2s are identified in, or partially within the unincorporated areas: Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The Project site and surrounding areas are fully developed and not within the designated MRZ-2 zones. Consequently, the Project would not impact a known mineral resource.

b) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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As noted above, there are no identified mineral resources on the Project site or in the vicinity. Consequently, the Project would not result in a loss of availability of a locally important mineral resource.

13. NOISE

Data presented in this Noise section includes information provided by *Rorimer & La Seda Residential Development Focused Noise Study*, prepared by Synectecology (Noise Study); and contained as Appendix H.

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project result in:

a) **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 County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?**

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Noise Measurements: Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called “A-weighting,” written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted. Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period.

Typical human hearing can detect changes in sound levels of approximately 3 dBA under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions, and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is discernable to most people in an exterior environment while a change of 10 dBA is perceived as a doubling (or halving) of the noise. Because people are generally more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Ldn (day-night) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the Ldn factor, but the two descriptors are essentially identical.

Noise Standards: Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities.

The State of California has established guidelines for acceptable community noise levels that are based upon the CNEL rating scale to ensure noise exposure is considered in any development. For exterior noise levels at sensitive land uses, the State guidelines set 50-65 dB CNEL as normally acceptable, and 60-70 dB CNEL as conditionally acceptable.¹² Sensitive land uses include residences, hospitals, schools and lodging. An interior

¹² State Guidelines provide the following definitions:

CNEL of 45 dBA for sensitive land uses is mandated in Title 24 of the California Code of Regulations for sensitive uses, including all habitable rooms in a residential.

For stationary noise sources located proximate to sensitive land uses, Los Angeles County has adopted a detailed Noise Ordinance that establishes the maximum allowable noise exposure. In areas of sensitive land uses, daytime noise exposure is not to exceed 70 dB for any period of time, and nighttime noise exposure is not to exceed 65 dB for any period of time. Section 12.08.440 of the County Code regulates construction noise, prohibiting construction activities between the hours of 7:00 p.m. and 7:00 a.m. of any day, any time on Sundays, and legal holidays. Required compliance with these time restrictions would limit construction noise to times when people are generally less sensitive to noise and reduce construction equipment noise.

Baseline Noise Levels: Major noise sources in the vicinity of the Project site are from vehicles on adjacent streets, primarily from La Seda Road and Rorimer Street. Other noise sources are the railroad lines, including the Union Pacific and Metrolink, that are located south of Valley Boulevard about 1,000 feet from the Project site, and the State Route (SR) 60 Freeway that is located about 4,000 feet to the south.

The Project includes residential townhomes which are considered as sensitive to noise. Other sensitive land uses, include the existing single-family residential units located both to the north across Rorimer Street and to the west along and across Le Seda Road. A mobile home park lies to the south across Pacato Road and the Rorimer Elementary School is located to the east beyond the storage lot.

To determine existing noise levels in the vicinity of the Project site, the Noise Study conducted a field survey on Wednesday, June 10, 2020. The survey included four noise readings, all taken on-site. The results of the field survey are summarized below. Monitoring locations are included in Figure 10, and all obtained noise level measurements are included in Table 6.

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- **Normally Acceptable:** Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
 - **Conditionally Acceptable:** New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



Figure 10. Noise Level Monitoring Locations

(source: Noise Study)

TABLE 6: PROJECT SITE NOISE LEVEL MEASUREMENTS ¹							
<i>Monitoring Location</i>	<i>Leq (dBA)</i>	<i>L₀₂ (dBA)</i>	<i>L₀₈ (dBA)</i>	<i>L₂₅ (dBA)</i>	<i>L₅₀ (dBA)</i>	<i>L_{min} (dBA)</i>	<i>L_{max} (dBA)</i>
NR-1	50.3	61.8	54.2	45.4	41.3	34.1	66.1
NR-2	43.4	50.0	46.7	43.5	41.9	37.1	53.3
NR-3	52.2	62.2	57.8	48.6	42.5	35.6	67.5
NR-4	54.3	61.3	56.7	52.6	47.8	35.9	75.4

¹ The Leq represents the equivalent sound level and is the numeric value of a constant level that over the given period of time transmits the same amount of acoustic energy as the actual time-varying sound level. The L₀₂, L₀₈, L₂₅, and L₅₀ are the levels that are exceeded 2, 8, 25, and 50 percent of the time, respectively. Alternatively, these values represent the noise level that would be exceeded for 1, 5, 15, and 30 minutes during a 1-hour period if the readings were extrapolated out to an hour's duration. The L_{min} and L_{max} represent the minimum and maximum root-mean-square noise levels obtained over a period of 1 second during the measurement.

Project Construction Noise: Noise levels associated with construction activities would be higher than the ambient noise levels in the Project area today, but would subside once construction of the project is completed. Two types of noise impacts could occur during the construction phase. First, the transport of

workers and equipment to the construction site would incrementally increase noise levels along site access roadways. Even though there could be a relatively high single event noise exposure potential with passing trucks (a maximum noise level of 86 dBA at 50 feet), the increase in noise would be less than 1 dBA when averaged over a 24-hour period, and would therefore have a less than significant impact on noise receptors along the truck routes.

The second type of impact is related to noise generated by on-site construction operations and local residents would be subject to elevated noise levels due to the operation of this equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment, and consequently its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 7 lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

<i>Type of Equipment</i>	<i>Range of Sound Levels Measured (dBA at 50 feet)</i>	<i>Suggested Sound Levels for Analysis (dBA at 50 feet)</i>
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	68 to 80	77
Dozers	85 to 90	88
Tractor	77 to 82	80
Front-End Loaders	86 to 90	88
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 86	86
Trucks	81 to 87	86
Source: Noise Control for Buildings and Manufacturing Plants, BBN 1987.		

The adjacent sensitive uses most likely to be impacted by Project construction are the existing residential uses located to the north across Rorimer Street, to the west across Le Seda Road and in the mobile home park to the south. The nearest of these residential uses would be 50 feet from on-site construction activities with Leq noise levels projected to be as high as 89 dBA. With windows closed and the variations in construction equipment use, interior levels at these nearby residences would be reduced by over 20-30 dBA.

Potential construction noise impacts would be further abated by Section 22.28.120 of the County of Los Angeles Municipal Code. This code section restricts hours of construction operation between 7:00 p.m. to 7:00 a.m. weekdays and Saturdays, and at any time on Sundays or holidays. The Noise Study recommends that this County regulation and the additional measures below be applied to the Project to further reduce construction noise impacts on adjacent sensitive uses. With inclusion of these measures, potential impacts relative to noise would be reduced to less than significant levels.

Mitigation Measure 13.1: In accordance with the Municipal Code, construction shall be restricted to between the hours of 7:00 a.m. and 8:00 p.m. on weekdays. To further reduce nuisance noise, at the request of the Los Angeles Department of Public Health, the contractor shall limit Saturday construction

to between the hours of 9:00 a.m. and 5:00 p.m. or provide reason as to why this is infeasible.¹³ No construction shall occur at any time on Sundays or on federal holidays. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site.

Mitigation Measure 13.2: All construction equipment shall be properly maintained and tuned to minimize noise emissions.

Mitigation Measure 13.3: All equipment shall be fitted with properly operating mufflers, air intake silencers, and engine shrouds no less effective than originally equipped.

Mitigation Measure 13.4: The contractor shall specify the use of electric stationary equipment (e.g., compressors) that can operate off of the power grid where feasible. Where infeasible, stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible. With the exception of stationary equipment powered from the “grid” (which are quieter than their internal combustion counterparts and limited in their access/placement), the construction contractor shall specify that no piece of internal combustion-powered stationary equipment shall remain in any one place on-site for a period of more than 9 days. This equipment shall then be moved on-site, preferably a minimum of 200 feet where feasible.

Mitigation Measure 13.5: The construction contractor shall post signage with the on-site construction manager’s name and telephone number, and provide a schedule of construction activities upon the request of local residents, Los Angeles County representatives, and/or other stakeholders.

Project Operational Noise: Noises associated with residential uses are typically from vehicles driving to and from the houses, car doors parked in the surface parking areas, and human voices from outside activities. These types of exterior noises would not be notably different than the previous church related uses or the other residential uses in the area.

Activities within the residential are not expected to generate substantial noise and the residential itself would be insulated and ventilated as required by the Building Code. Future residents of the Project townhomes are not expected to be substantially affected by adjacent roadway noise. Consequently, Project operational or permanent noise impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Vibration is a trembling, quivering, or oscillating motion of the earth. Unlike noise, vibration is typically of a frequency that is felt rather than heard. Construction of the Project would generate vibration from bulldozers used for excavation and demolition. However, the duration of bulldozers on the site would be short-term and all construction activities would be limited to the days and times established by County ordinance. Consequently, potential impacts from exposure to vibration from the Project would be less than significant.

¹³ Correspondence from the County of Los Angeles Department of Public Health Division of Environmental Health to Steven Jones, Planner, dated July 20, 2020 and available at the County Department of Regional Planning offices.

c) 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?

As discussed in Section 9.e., above, the closest airport to the Project site is the Bracket Field Airport is located La Verne approximately 7.7 miles to the northeast. The airport's runway is aligned in roughly an east/west orientation and the project site is not in the prevailing flight path. The Project site is well beyond the airport's 65-dBA CNEL noise contour and the resultant aircraft noise levels are well below any regulatory standards. Consequently, the Project would not expose future residents to excessive airport noise.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The Project would convert a low density residentially zoned site to a high residential zoning, and replace a religious facility with 56 new units. According to the state of California Department of Finance Table 2: E-5 City/County Population and Housing Estimates (1/1/2020), average household size in the unincorporated areas of Los Angeles County is 2.96 persons per household. Assuming this household size, the Project would bring 166 new persons to the area, which would represent less than 0.02% of the County’s 2020 population.

The Project would be developed on an infill site and as noted in Section 11.b, above, would be consistent with General Plan policies to provide for a variety of housing, including affordable housing. The Project does not add new roads or infrastructure, and consequently, the Project would not induce unplanned growth.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The site is currently occupied by a religious facility. No housing occurs on the site. Consequently, the Project would not displace substantial numbers of people or housing.

15. PUBLIC SERVICES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) **Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

Fire protection?

According to the General Plan EIR, the Los Angeles County Fire Department (LACoFD) serves the unincorporated areas of Los Angeles County as well as 59 cities. In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services (EMS), hazardous materials services, and urban search and rescue (USAR) services. Fire Station 145, located at 1525 S. Nogales Avenue in Rowland Heights is the jurisdictional station for the Project Site; Fire Station 145 is approximately 2.5 miles south of the Project Site. Fire Station 61 is the next closest station, located approximately 2.3 miles north east of the Project site in the City of Walnut at 20011 La Puente Road.¹⁴

The Project would replace a religious facility constructed about 48 years ago with a new residential development constructed to meet current building and fire codes. The Project would be conditioned to comply with LACoFD requirements, including provision of adequate water service that would be provided by Rowland Water District.

LACoFD is a Special District and receives most of its revenue from a portion of the ad valorem property tax paid by the owners of all taxable properties within the District. In 1997, voters approved a special tax to pay for essential fire suppression and emergency medical services within the LACoFD. Future Project property owners would contribute to the LACoFD through the payment of these taxes. Consequently, Project impacts relative to new or physically altered fire protection facilities would be less than significant.

Sheriff protection?

Law enforcement services in the unincorporated County are provided by the Los Angeles County Sheriff's Department (LASD). According to the General Plan EIR, LASD staff has indicated that an officer-to-population ratio of one officer to every 1,000 residents provides the desired level of service for its service area. The Project would replace a religious facility with a new residential development constructed that would meet current County codes. The Project would result in a negligible population increase and is consistent with General Plan Land Use and Housing Element Goals that support infill development and an adequate supply of housing of varying types. The Project would generate revenue for the County in the form of property tax,

¹⁴ Correspondence from the County of Los Angeles Fire Department to Steven Jones, Planner, dated July 28, 2020 and available at the County Department of Regional Planning offices.

sales tax and user fees. These fees are available to the County to support sheriff services. Consequently, Project impacts relative to new or physically altered police facilities would be less than significant.

Schools?

The Project's proposed 56 townhome units would result in a negligible population increase and the development itself is consistent with General Plan Land Use and Housing Element Goals that support infill development and an adequate supply of housing of varying types. Per California Government Code (CGC), the Project would be subject to the payment of school impact fees (Section 53080, CGC). As authorized under Section 17620(a) of the California Education Code (CEC) and Section 65995(b) of the CGC, local school districts are authorized to impose and collect school impact fees for all residential and non-residential development activities that occur within their jurisdiction to off-set the additional costs associated with the new students that result directly from the construction of new homes. Payment of school impact fees constitutes full mitigation for the impacts associated with new residential and non-residential development. Consequently, Project impacts relative to new or physically altered school police facilities would be less than significant.

Parks?

The Project's proposed 56 townhome units would result in a negligible population increase and the development itself is consistent with General Plan Land Use and Housing Element Goals that support infill development and an adequate supply of housing of varying types. The Project would be required to pay County Quimby fees, which are established to provide for residential development's fair share of park facilities. Consequently, Project impacts relative to new or physically altered park facilities would be less than significant.

Libraries?

The County Library System has 20 libraries throughout the County with the closest to the Project site located at 15920 E. Central Avenue in La Puente, about 3.5 miles west. The Project would generate revenue for the County in the form of property tax, sales tax and user fees. These fees are available to the County to support library services. The Project would develop 56 townhome units, resulting in a negligible population increase and is consistent with General Plan Land Use and Housing Element Goals that support infill development and an adequate supply of housing of varying types. Consequently, Project impacts relative to new or physically altered library facilities would be less than significant.

Other public facilities?

The Project would generate revenue for the County in the form of property tax, sales tax and user fees. These fees are available to the County to support general public services. Consequently, Project impacts relative to new or physically altered public facilities would not be significant.

16. RECREATION

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
Impact with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|--|---|-------------------------------------|
| a) Would the project 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

As discussed above, the Project's proposed 56 residential units would result in a negligible population increase and is consistent with General Plan Land Use and Housing Element Goals that support infill development and an adequate supply of housing of varying types. The Project would be required to pay County Quimby fees, which are established to provide for residential development's fair share of park facilities. Consequently, Project impacts relative to increased use of existing parks and recreational facilities would be less than significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The proposed residential does not include any neighborhood or regional park or recreational facilities. Consequently, Project impacts relative to physical impacts from construction or expansion of recreational facilities would not be significant.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Would the project interfere with regional trail connectivity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As discussed in Section 1.b, above, the nearest regional trail is in the Rowland Heights area about 5 miles southeast of the Project site. The Project is a proposed infill development that would replace an existing religious facility with a new residential development. Consequently, the development of the proposed residential on the Project site would not interfere with regional open space connectivity.

17. TRANSPORTATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Data presented in this Transportation/Traffic section is based on the *Rorimer & La Seda Development Focused Traffic Study, County of Los Angeles*, (Traffic Study) prepared by RK Engineering Group Inc., contained as Appendix I to this Initial Study.

Non-motorized. Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA). Pursuant to the 2020 CEQA Guidelines, Section 15064.3, “Generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel.”

For land use projects, the CEQA guidelines provides the following criteria for analyzing Transportation Impacts and VMT:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.
- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.
- Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The County of Los Angeles has recently developed VMT criteria that exempts from a VMT analysis projects that have one or more of the following characteristics:

- (1) Generates 110 or fewer daily trips
- (2) Has retail uses less than 50,000 square feet
- (3) Provides affordable housing
- (4) Is located within ½ mile of a major transit stop
- (5) Promotes non-auto travel.

With 56 townhome units, the Traffic Study estimates the Project would generate 410 average daily trips. Because it is not a retail use and generates more than the 110 daily trips, the Project would not meet the first two above listed VMT exemption criteria.

The Project would provide four 3-bedroom units at prices affordable to households with a maximum income of 120% of the County median. As such, the Project does provide affordable housing and meets the third VMT exemption listed above.

A major transit stop is defined by the County's VMT criteria as a rail station or stop with two or more intersecting bus routes with service frequencies of 15 minutes or less during commute periods; or a high-quality transit corridor with service frequencies of 15 minutes or less during commute periods. As identified in the Traffic Study, the following transit routes are located near the Project site:

East Valinda Shuttle. The Project site is located approximately 800 feet (0.15 miles) from the nearest bus stop along the East Valinda shuttle route. The East Valinda shuttle operates daily from 5:45 a.m. to 6:45 p.m. with frequencies of 65 minutes or greater.

Bus Route 194. The Project site is located approximately 1,000 feet (0.19 miles) from the nearest bus stop located along the Foothill Transit Route 194 (Valley Boulevard) with service frequency as low as 10 minutes during peak commute times.

Foothill Transit Route 194 is considered a high quality transit corridor with peak hour service intervals of 15 minutes or less. As such, the Project meets the fourth VMT criteria listed above.

In addition to the proximity of the site to transit described above, the Project site is located approximately 600 feet (0.11 miles) from the Rorimer Elementary School; 1,500 feet (0.28 miles) to Sunshine Park with pedestrian access provided via Rorimer Street and Trafalgar Avenue; and 3,500 feet (0.66 miles) from the proposed San Jose Creek Class-I Bike Path extension. With its proximity to these facilities, the Project would promote non-auto travel and meets the fifth VMT criteria listed above. Consequently, the Project would support the state mandate to reduce VMT, and would not conflict with plans that support non-motorized systems of transportation.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As discussed above, the Project site is located near transit, Rorimer Elementary School, Sunshine Park with pedestrian access provided via Rorimer Street and Trafalgar Avenue, and the proposed San Jose Creek Class-I Bike Path extension. With its proximity to these facilities, the Project would promote non-auto travel and meets the fifth VMT criteria listed above. Consequently, the Project would be consistent with CEQA Guidelines Section 15064.3, supporting the state mandate to reduce VMT.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?

The Project is an infill development that would take access from Rorimer Street and Pacato Road. As part of the Project, Pacato Road would be improved, starting from its connection point in La Seda Road, heading east, to the easternmost end of Tract 82836. The Project does not create design hazards. Consequently, the Project would not substantially increase hazards related to traffic or incompatible land uses such as farm equipment.

d) Result in inadequate emergency access?

As discussed in Section 9.f, above, the emergency response plan for the unincorporated areas of the County is the Operational Area Emergency Response Plan (OAERP), which is prepared by the County Office of Emergency Management (OEM). The OAERP strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in Los Angeles County. Vehicle access to the Project site is via Rorimer Street. As shown in Figure 9. *Project Emergency Access Plan*, emergency access for the entire Project would be from Rorimer Street with fire turnarounds and fire lanes provided within the Project's private drives, in compliance with County Regional Planning and Fire Department requirements. The two buildings taking access via Pacato Road would not impact emergency access along that road. Consequently, the Project would not result in inadequate emergency access.

18. TRIBAL CULTURAL RESOURCES

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:**

i) 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 § 5020.1(k), or

As discussed in Section 5 of this document, the Project site does not contain historical resources of any sort. Consequently, the Project would not have impacts relative to California Register of Historical Resources or local register.

ii) 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 § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Significant archaeological resources found in the County include those associated with Native American cultures. AB52 which became effective July 1, 2015, requires public agencies to respond to Native American tribal representative requests by providing formal notification of proposed projects within the geographic area that is traditionally and culturally affiliated with the tribe.

As discussed previously, the County of Los Angeles Department of Regional Planning lists six tribes requesting notification of proposed developments within the area of the Project site: Fernandeno Tataviam Band of Mission Indians; Tejon Indian Tribe; Gabrieleño Band of Mission Indians - Kizh Nation; Gabrieleño Tongva San Gabriel Band of Mission Indians; and San Manuel Band of Mission Indians. On March 10, 2020, letters were sent to representatives of each of the six listed tribes inviting each to request formal consultation (attached in Appendix B).

Of these six contacted tribes, one tribe, the Gabrieleño Band of Mission Indians-Kizh, contacted the County stating that the project location is within their Ancestral Tribal Territory and requesting consultation (attached in Appendix B). On June 25, 2020, the consultation via a conference call occurred between Steve Jones with the County Department of Regional Planning and Andrew Salas, Chairman of the Tribe. During the

consultation, tribal history in the region and in the recent tribal resource finds within the region was discussed. No specific tribal resources on the Project site were identified.

As discussed in Section 5.b, above, surveys prepared by the NAHC and SCCIC found no previously identified archaeological resources on or in the vicinity of the Project site. However, both the NAHC and SCCIC conclude that there is the potential for the discovery of prehistoric and historic cultural resources within the site boundaries, which could include archaeological finds of Native American origin. To ensure any possible tribal resources are properly identified, the Project will require a Native American monitor during grading activities should any potential resources be uncovered during grading. The mitigation measure below will be incorporated in the Mitigation Measure Monitoring Program. With inclusion of this measure, potential Project impacts regarding archaeological resources would be reduced to less than significant levels.

Mitigation Measure 18.1: If potential Native American resources are uncovered during excavation, the applicant shall be required to halt work within 50 feet of the find, inform the County Regional Planning Department immediately and retain a qualified professional archaeologist and an experienced and certified Native American monitor of Gabrieleño heritage to examine the material to determine whether it is a “unique cultural resource” as defined in Section 21083.2 (g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information shall be fully recovered by the archaeologist and Native American monitor. Work may continue outside the area of the find. However, no further work shall occur in the immediate location of the find until all information recovery has been completed and a report concerning same filed with the County, a designated repository as appropriate and made available to interested representatives of Native American tribes that are traditionally and culturally affiliated with the Project area. The on-site monitoring shall end when the Project site excavation cut activities are completed, or sooner if the archaeologist indicates that the site has a low potential for archeological resources.

19. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

The Los Angeles County Sanitation Districts (LACSD), the Consolidated Sewer Maintenance District (CSMD), and municipal septic or wastewater systems all contribute to ensuring that the sanitary sewage system operates properly to protect public health. The LACSD, which are a confederation of 24 independent districts, serve the wastewater and solid waste management needs of approximately 5.2 million people, cover over 800 square miles and service 78 cities and the unincorporated areas. LACSD provides wastewater treatment to many areas of unincorporated Los Angeles County.

The General Plan EIR finds that development of land uses within the County would not exceed wastewater district capacities provided General Plan implementation policies are followed. General Plan Implementation Program PS/F1, Planning Area Capital Improvement Plans, requires Department of Regional Planning (DRP) and the Department of Public Works (DPW) to jointly secure sources of funding and to set priorities for preparing studies to assess infrastructure needs for the County, and then set a Capital Improvement Plan to implement the infrastructure improvements. Each Capital Improvement Plan shall include a Waste Management Study and Stormwater System Study.

For the Project, wastewater flow would discharge to a local 8-inch sewer main on Rorimer Streeter, and then to a 33-inch trunk sewer located south of the site in Lawson Street north of Arenth Avenue. (Reference *Correspondence from County Sanitation Districts of Los Angeles County, from Adriana Raza, Facilities Planning Department to Ramy F. Awad, B&E Engineers*, Appendix H of this Initial Study.) Wastewater generated by the Project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, and has a capacity of 100 million gallons per day (mgd) and currently processes an average flow of 63.8 mgd. All biosolids and wastewater flows that exceed the capacity of the San Jose Creek WRP are diverted to and treated at the Joint Water Pollution Control Plant in the City of Carson. The expected increase in average wastewater flow from the Project is about 9400 gallons per day.

LACSD, as empowered by the California Health and Safety Code, would charge the Project Applicant a fee for the privilege of connecting (directly or indirectly) to the LACSD’s Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This fee is consistent with General Plan policies that support Capital Improvement Plans. Consequently, the Project would not exceed County wastewater treatment requirements.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Rowland Water District is the water purveyor for the Project site and has provided a September 18, 2019 letter to the Applicant indicating that adequate water distribution is available to serve the Project. As required, the Project would pay its fair share to the water company for provision of water. Consequently, the Project would not create water capacity problems.

c) 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?

As discussed above, the Project would connect to the LACSD's wastewater conveyance and treatment systems. The Project would pay its fair share to the Districts to provide for this connection. As required, the Project would pay its fair share for connection and use of the Districts wastewater systems. Consequently, the Project would not create wastewater system capacity problems.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The Los Angeles County Solid Waste Program is responsible for solid waste collection and disposal within the County. Available solid waste services and landfills are listed on the County Solid Waste Information Management Systems website, and shows numerous active landfills available to the Project site.¹⁵ According to the County Integrated Waste Management Report 2018, ongoing Districts' planning is continuing to ensure adequate landfill capacity for the County.¹⁶ Solid waste from the Project site and surrounding area is disposed of at various landfills. The 2018 report finds that the County has sufficient landfill capacity to cover 15 years of expected growth. The Project is an infill residential development and its future solid waste demands would be consistent with the 2018 report.

Future Project residents could generate household hazardous waste, such as paint and cleaning solvents, which could adversely impact existing hazardous waste management infrastructure in Los Angeles County. To ensure that future Project residents are properly informed about hazardous waste disposal, Mitigation Measure 19.1 is added to the Project. With inclusion of this measure, potential impacts associated with solid waste standards, capacity and goals would be less than significant.

Mitigation Measure 19.1: The Project Covenants, Conditions & Restrictions (CC&Rs) shall include a provision requiring that the homeowner's association provide all new homeowners with educational materials on the proper management and disposal of household hazardous waste. The educational materials shall incorporate current information available from the County of Los Angeles regarding household hazardous and electronic waste collection and disposal.

¹⁵<https://dpw.lacounty.gov/epd/swims/OnlineServices/search-solid-waste-sites-esri.aspx>; accessed October 19, 2020

¹⁶ <https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=6530&hp=yes&type=PDF>; accessed January 17, 2020.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed above, the County Integrated Waste Management Report 2018 reports on countywide plans to ensure adequate landfill capacity which includes recycling. The Project would be required to comply with applicable solid waste and disposal programs. Consequently, Project impacts relative to compliance with solid waste regulations would be less than significant.

20. WILDFIRE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evaluation plan?

As discussed in Section 9.g, above, Los Angeles County faces major wildland fire threats due to its hilly terrain, dry weather conditions, and the nature of its plant coverage. The at-risk areas are designated as Fire Hazard Severity Zones (FHSZs) and are classified as Very High, High, and Moderate in State Responsibility Areas and Very High in Local and Federal Responsibility Areas. Areas in the Very High FHSZ areas are generally located in the mountainous and hilly areas of the County, including the Santa Monica Mountains, Angeles National Forest and Puente Hills. The Project site is an infill property located in a flat and urbanized area of the County. According to the County Fire Zone Map, the Project site is not within a Very High FHSZ.¹⁷ The Project would not expose people or structures to significant loss involving wildland fires.

b) 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?

The Project is an infill development that will replace religious facility buildings constructed about 48 years ago with a new residential project constructed to current building and fire codes. The Project site is flat and not within a Very High FHSZ. The Project would not exacerbate wildfire risks or expose residential occupants to pollutant concentrations from wildfire.

c) 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 risk or that may result in temporary or ongoing impacts to the environment?

The Project site is an infill property located in a flat and urbanized area of the County. According to the County Fire Zone Map, the Project site is not within a Very High FHSZ. The Project would not require installation or maintenance of associated infrastructure that may exacerbate fire risk.

¹⁷ <https://www.lafd.org/fire-prevention/brush/fire-zone/fire-zone-map>; accessed September 18, 2019.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Figure 5.9-3 of the General Plan EIR illustrates locations of flood hazard areas and shows the area surrounding the Project site as outside of any 100-year or 500-year flood hazard. Figure 5.6-2, Map of Seismic Hazards Los Angeles County, illustrates areas of landslides and shows that area surrounding the Project site is not susceptible to landslides. The Project site is flat and does not contain slopes, and the Project does not propose drainage changes. Consequently, the Project would not expose people or structures to significant risks from flooding, landslides, slope instability or drainage changes.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Figure 5.9-3 of the General Plan EIR illustrates locations of flood hazard areas and shows the area surrounding the Project site as outside of any 100-year or 500-year flood hazard. Figure 5.6-2, Map of Seismic Hazards Los Angeles County, illustrates areas of landslides and shows that area surrounding the Project site is not susceptible to landslides. The Project site is flat and does not contain slopes, and the Project does not propose drainage changes. Consequently, the Project would not expose people or structures to significant risks from flooding, landslides, slope instability or drainage changes.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The Project is an infill development replacing religious facility buildings constructed about 48 years ago with a new residential project constructed to current codes. It would not degrade the quality of the environment, substantially reduce species or eliminate important examples of history or pre-history. However, certain site-specific impacts could occur during Project development. These potential impacts include disturbance of archaeological resources and Native American resources. Mitigation Measures 5.1, 5.2 and 18.1 are added to the Project to mitigate potential impacts to archaeological or Native American resources to less than significant levels.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Project is an infill development that will replace religious facility buildings constructed about 48 years ago with a new residential project constructed to current codes. Pursuant to Green Building Code contemporary requirements, the Project would include energy efficient heating and air conditioning and lighting, and water conserving plumbing and irrigation fixtures. Project improvements are expected to result in improved energy efficiency and reduced site stormwater runoff. The Project is consistent with General Plan goals and policies that support infill development. Consequently, the Project would not achieve short-term environmental goals to the disadvantage of long term environmental goals

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The Project is an infill development replacing religious facility buildings constructed about 48 years ago with a new residential project constructed to current codes. It would not have substantial impacts on the quality of the environment. Potential impacts regarding potential lead or asbestos materials onsite are site specific and would be mitigated through Mitigation Measure 9-1. No regional or cumulative impacts would occur. Consequently, the Project would not have the potential to create cumulatively considerable adverse impacts.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potential impacts regarding potential lead or asbestos materials onsite are site specific and would be mitigated through Mitigation Measure 9-1. With inclusion of this measure, the Project potential to cause substantial adverse environmental effects on human beings would be less than significant.