CITY OF LA CAÑADA FLINTRIDGE

Community Development Department
One Civic Center Drive
La Cañada Flintridge, CA 91011-2137
(818) 790-8881

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY CHECKLIST

Case Number: General Plan Amendment (PLAN-2020-0002), Zone Change (PLAN-2020-0001), Conditional Use Permit (USE-2020-0750), Tree Removal Permit (DEV-20200057), Vesting Tentative Tract Map 83375 (LAND-2021-0001) and Density Bonus Agreement

Project Location: The project site is located at 600 Foothill Boulevard in La Cañada Flintridge, California. The project site is identified by Assessor's Parcel Numbers (APN) 5814-028-009.

Project Description: The proposed project is a request for a General Plan Amendment and Zone Change to implement a new Mixed Use 3 designation within the Downtown Village Specific Plan, and a Conditional Use Permit to allow demolition of the two existing structures and surface parking lot and construction of a 77,310 square foot, three-story, mixed-use structure with 47 active senior housing units (age-restricted to seniors aged 55 years old and over), 12 non-serviced hotel units, 7,600 square feet of office uses, and one level of underground parking containing 107 vehicle parking spaces. The Vesting Tentative Tract Map would permit the 47 residential units to be sold as condominiums and a Density Bonus Agreement with the City per state law would permit a 20 percent increase in the density based upon the provision of senior housing units. A Tree Removal application is requested for the removal of ten trees to facilitate site development. Two large Coastal Oaks located on, and adjacent to, the project site will be preserved.

Project Applicant: 600 Foothill Owner, LP
Attn: Alexandra Hack/ Garret Weyand
500 Brand Boulevard, 20th Floor
Glendale, CA 91203

Lead Agency: City of La Cañada Flintridge
Community Development Department
One Civic Center Drive
La Cañada Flintridge, CA 91011
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On the basis of the attached Initial Study prepared for the project, it has been determined that the project would not have a potential for a significant effect on the environment; or the project has been modified to incorporate the mitigation measures listed below so that it would not have a potentially significant effect on the environment. A copy of said Initial Study is available for review at the La Cañada Flintridge Planning Department, One Civic Center Drive, La Cañada Flintridge, CA 91011. This document constitutes a Mitigated Negative Declaration. Comments on the Mitigated Negative Declaration will be received from May 6, 2021 through June 7, 2021.

I. Aesthetics

No mitigation measures are required.

II. Agriculture and Forestry Resources

No mitigation measures are required.

III. Air Quality

No mitigation measures are required.

IV. Biological Resources

BIO-1 (Bird Nest Avoidance): If construction activities occur between January 15 and August 31, a preconstruction survey (within seven days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.

If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions.

V. Cultural Resources

See Section XVIII, Tribal Cultural Resources, below.

VI. Energy

No mitigation measures are required.

VII. Geology and Soils

GEO-1: If during grading and construction activity paleontological resources are unearthed, all earth-disturbing work shall be suspended until a paleontologist has been contacted to evaluate the nature and significance of the resource. Once the find has been appropriately mitigated, work in the area may resume. No known burial sites are located within the vicinity of the project site. However, if human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24-hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant, who will then serve as a consultant on how to proceed with the remains (i.e. avoid removal or rebury).

VIII. Greenhouse Gas Emissions

No mitigation measures are required.

IX. Hazards and Hazardous Materials

No mitigation measures are required.

X. Hydrology and Water Quality

No mitigation measures are required.

XI. Land Use and Planning

No mitigation measures are required.

XII. Mineral Resources

No mitigation measures are required.

XIII. Noise

NOI-1 (Construction Noise Reduction): A temporary free-standing noise barrier that blocks the line-of-sight between the noise source and the receiver would provide a minimum of 5 dBA in noise reduction. Since some construction equipment would have noise sources such as engine or exhaust that is above ground level, a minimum of 8 feet in height for the noise barrier would be required to block the line-of-sight along the western and southern boundaries of the Project site from the receptor R3 (church). The noise barrier

with a height sufficient to block the direct line-of-sight between the receptors and the construction equipment would reduce the noise exposure at the off-site receptor by 5 dBA from 89 dBA to 84 dBA, which would be lower than the City's 85 dBA threshold for community planned development (CPD)-zoned uses, resulting in a less than significant impact.

XIV. Population and Housing

No mitigation measures are required.

XV. Public Services

No mitigation measures are required.

XVI. Recreation

No mitigation measures are required.

XVII. Transportation

TRA-1 (Construction Traffic Mitigation Plan): Prior to issuance of a grading permit and the first building permit for each phase of development, the project applicant shall submit a Construction Traffic Mitigation Plan (CTMP) to the City for review and approval. The CTMP shall outline how construction traffic, parking, and other localized impacts from project construction activities will be minimized. At a minimum, the CTMP shall include the following elements:

- Traffic Controls: Include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Emergency Access: Description of emergency response vehicle access. If the road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included.
- Employee Parking: Ensure that construction period employees can either park on-site or at an off-site, off-street location (not in residential streets) within 500 feet of the Project Site to decrease the impact of construction parking on surrounding neighborhoods.
- Pedestrian Safety: If sidewalks are closed during construction, pedestrians would need to be advised of the closure with signage. It may also be necessary for the applicant to provide a protected walkway, approved by the City.

XVIII. Tribal Cultural Resources

- **TCR-1:** Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno

Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill (AB) 52 – Senate Bill (SB) 18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of La Cañada Flintridge Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code (PRC) Section 5097.98 and State Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

XIX. Utilities and Service Systems

No mitigation measures are required.

XX. Wildfire

No mitigation measures are required.

XXI. Mandatory Findings of Significance

See prior mitigation measures.

RESPONSIBLE AGENCIES: None

TRUSTEE AGENCIES: None

Public Review Period

The public is invited to submit written comments on this Proposed Mitigated Negative Declaration from May 6, 2021 through June 7, 2021 to the La Cañada Flintridge Planning Department, Attention: Emily Stadnicki, AICP, Principal Planner, One Civic Center Drive, La Cañada Flintridge, California 91011; estadnicki@lcf.ca.gov or phone (818) 583-4349. Please refer to the Zone Change (PLAN-2020-0001) or "600 Foothill Project" when submitting comments. Agency responses should include the name of the contact person within the commenting agency.

Pursuant to Section 21092 of the Public Resources Code, and in accordance with Executive Order N-29-20, a Public Hearing by the Planning Commission of the City of La Cañada Flintridge will be held on June 24, 2021, at 6:00 p.m. to consider this project. At that time, any interested person is welcome to participate and comment on the project. Instructions for public participation will be provided on the Planning Commission agenda posted a minimum of 72-hours prior to the meeting. The Planning Commission meeting may be viewed via the City website, livestream (URL https://cityoflcf.org/city-clerk/agenda-minutes/) or Charter Spectrum (Channel 3 or 16).

Document Availability

Copies of the application, maps, plans, environmental documents, and other pertinent materials related to this application are available for public viewing on the City's website www.cityoflcf.org. Please contact the case planner for any assistance required.

Emily Stadnicki — 5/6/21

Signature — Date

CITY OF LA CAÑADA FLINTRIDGE

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title**:
General Plan Amendment (PLAN2020-0002), Zone Change (PLAN-2020-0001), Conditional Use Permit (USE-2020-0750), and Tree Removal Permit (DEV-2020-0057), Vesting Tentative Tract Map 83375 (LAND-2021-0001), and Density Bonus Agreement

2. **Lead Agency Name and Address**:
City of La Cañada Flintridge
Community Development Department
One Civic Center Drive
La Cañada Flintridge, CA 91011

3. **Contact Person and Phone Number**:
Emily Stadnicki, AICP, Principal Planner
Community Development Department
City of La Cañada Flintridge
One Civic Center Drive
La Cañada Flintridge, CA 91011

4. **Project Location**:
600 Foothill Boulevard
La Cañada Flintridge, CA 91011

5. **Project Sponsor's Name and Address**:
600 Foothill Owner, LP
500 N Brand Boulevard, 20th Floor
Glendale, CA 91203

6. **General Plan Designation**:
Downtown Village Specific Plan (DVSP)

7. **Zoning:**
Institutional within the Downtown Village Specific Plan

8. **Description of Project:** (A description of the whole action involved, including but not limited to later phases of the project, and any secondary, support or off-site features necessary for its implementation):

The 1.29-acre project site is located at the southwest corner of Foothill Boulevard and Woodleigh Lane. The project site currently contains two existing structures, surface parking, 12 protected trees, and ornamental landscaping. The two structures include an approximately 4,530 square foot (sf) building containing reading rooms that is connected by a breezeway to the 5,200 sf sanctuary building. The existing structures

total approximately 10,530 sf, not including the breezeway and a covered patio at the southeast corner of the sanctuary. (See Figure 1 – Existing Site Plan). The project would demolish the existing structures and replace them with a 77,310-square foot, three-story structure to be utilized for mixed-use purposes containing 47 senior housing units, 12 non-serviced hotel units, 7,600 sf of office, and one level of underground parking (Figure 2 – Conceptual Site Plan). Building heights would not exceed 35 feet but for appurtenances covering no more than 25 percent of the roof area. (See Figure 3a – Proposed Development Elevations and Figure 3b - Proposed Development - North and West Elevations).

The project site is currently designated "Institutional" within the Downtown Village Specific Plan (DVSP). The General Plan Amendment would amend the City's Land Use Element to include a DVSP Mixed Use 3 (MU3) land use district and include applicable density of 30 dwelling units per acre and Floor Area Ratio of 1.5 for non-residential uses. The Zone Change effectuates the change of DVSP land use district from Institutional to MU3, which would be a new land use district within the DVSP.

The proposed height of the project's residential component is 30 feet and 6 inches to the flat portion of the roof (27 percent of total building area), 35 feet for pitched roofs with a 10 percent slope (23 percent of total building area), and up to 41 feet and 3 inches for pitched roofs with a 17 percent slope (50 percent of total roof area) to accommodate the optimal angle for solar panels. Only 7,587 square feet of the roof area exceeds 35 feet (24 percent of total roof area), which does not include any habitable space. The height of the office component, which fronts Foothill Boulevard, is 16 feet and 4 inches measured from the office entry to the floor of the pool deck, and 19 feet and 10 inches to the top of the parapet.

In order to support solar equipment in compliance with state law, appurtenances, including pitched roofs covering not more than 25 percent of the roof area may exceed the height limit by a maximum of 10 feet. The project would provide a solar PV array on the roof of the building, which would provide approximately 35 kilowatts (kW) of solar energy. An appurtenance is defined as a tower, spire, cupola, dome, chimney, mechanical equipment, elevator tower, stairwell, pool equipment, fire equipment, ventilating fans, water tanks, cooling towers, solar panel or structure to support solar equipment in compliance with state law, including pitched roofs and non-habitable attic area, or other similar structure or projection that is not intended for human occupancy.

The 47 senior housing units would be age-restricted to seniors aged 55 years old and over in accordance with State law. The Density Bonus Agreement permits a 20 percent increase in density based on State law and City ordinance. The residential units, which would comprise approximately 48,376 sf of usable space, are anticipated to have three studio units, 29 one-bedroom units, 9 two-bedroom units, and 6 three-bedroom units. The exact mix of units may change but not the overall number of units. The Vesting Tentative Tract Map would allow the 47 senior housing units to be sold as condominium units. The subterranean parking area would be accessed via a driveway off of Woodleigh Lane, located at the southeastern portion of the building. The subterranean parking structure would provide 107 parking spaces to serve the project.

The 12 non-serviced hotel units would comprise approximately 7,000 sf and would provide lodging accommodations. The hotel is expected to serve as accessory guest lodging for visitors of the future residents and as overnight accommodations for other visitors to the community, which may include business visitors to the Jet Propulsion Laboratory (JPL) and USC Verdugo Hills Hospital. The hotel units will be non-serviced, which is more akin to a residential short-term stay than a traditional hotel with a menu of services. The project would also include approximately 7,600 sf of office space. The total commercial component of the project amounts to approximately 14,600 sf.

The project would include 25,853 sf of open space areas made up of hardscape and landscaping across the project site. Approximately 10,974 sf of the open space area would be landscaped. Publicly accessible open space amenities include the entry plaza (3,150 sf), which will function as an open community area complete with pedestrian seating and tables for public use. Public art features such as a sculpture and water wall are incorporated into the entry plaza design as well. Open space amenities accessible by project residents include the roof deck and pool (3,319 sf), bocce ball court (600 sf), dog patio (800 sf), and courtyard (6,974 sf). The project would improve existing pedestrian circulation within and around the project site by providing separate pedestrian entrances, open space, a pedestrian entry plaza, and an open garden/courtyard.

Vehicular access to the project site would be provided via one full-access driveway (i.e., accommodate both left and right ingress and egress turning movements) along Woodleigh Lane. No new driveways would be proposed on Foothill Boulevard as the proposed driveway would utilize the existing curb cut. The driveway is located 175 feet south of Foothill Boulevard, away from the project's pedestrian entrances to minimize potential pedestrian/vehicle conflicts.

The project is required to provide 105 parking spaces according to the total parking requirement per LCFMC standards. The subterranean parking area would provide 107 parking spaces, including 12 guest parking spaces, six hotel parking spaces, 23 parking spaces that are designated for office staff parking, 11 electric vehicle (EV) charging spaces, and three Americans with Disabilities (ADA) compliant spaces.

The project site is served by Glendale Beeline Route 3, which is a local line that travels from Glendale Galleria to the Jet Propulsion Laboratory, and La Cañada Flintridge Shuttle Route 33. The Foothill/Oakwood stop, which serves both the Glendale Beeline Route 3 and La Cañada Flintridge Shuttle Route 33, is approximately 380 feet from the western boundary of the project site. The Foothill/Gould stop, which serves both routes, is approximately 95 feet across the Foothill Boulevard.

To further promote alternate transit options, the project includes bicycle parking for residents and office users. There are 47 long-term, covered bike parking stalls for residents, and ten long-term spaces for the office users. The short-term bicycle parking consists of five uncovered spaces for residents and one uncovered short-term space for office workers. The project would support both pedestrian and bicycle access to the project site along Foothill Boulevard and Woodleigh Lane.

The office space is projected to have approximately 23 employees working during normal business hours of approximately 8 AM to 6 PM. Approximately four additional employees, including an on-site property manager, service/maintenance personnel, and front-of-house leasing and reception would work on the project site. Therefore, the project would employ an approximate total of 27 people.

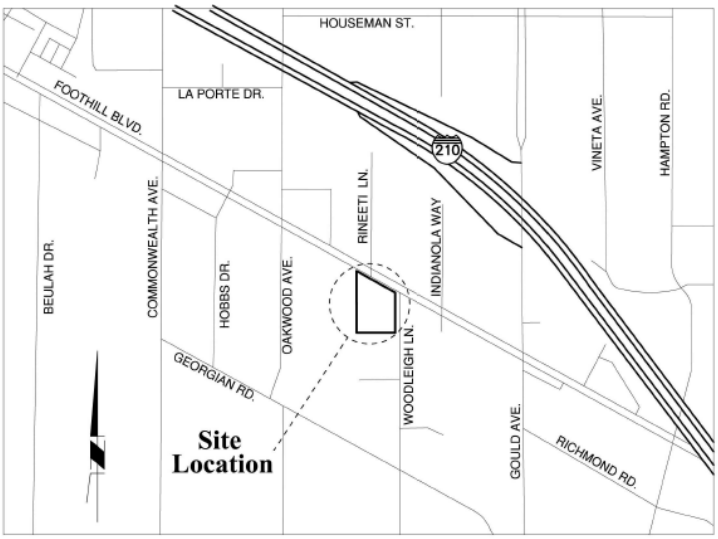
There are a total of 16 trees growing on or near the project site. In order to accommodate the new building, a total of ten of the existing sixteen trees will be removed, while the two protected Coast Live Oak trees and four protected City Street Trees (Crape Myrtles) would be preserved.

During project construction, security fencing would be installed surrounding the project site. During project operation, the project would include security gates for the garage with restricted entry. Residents and office workers may use an electronic key card to enter the garage. An automated ticketing station will administer time-stamped tickets allowing guests and other users to park. Residential areas would be restricted by electronic key card access. On-site property management would provide additional security. Additional security measures would be incorporated as in accordance with all local Ordinances and County requirements enforced per Fire Code. Signage in common areas would be clearly marked and illuminated by light to assist persons with vision difficulties.

Project construction would last approximately 15 months and would start as early as the first quarter of 2022 and would end as early as the third quarter of 2023. Project construction would require material export of 19,000 cubic yards of material for grading and excavation.

PROJECT LOCATION

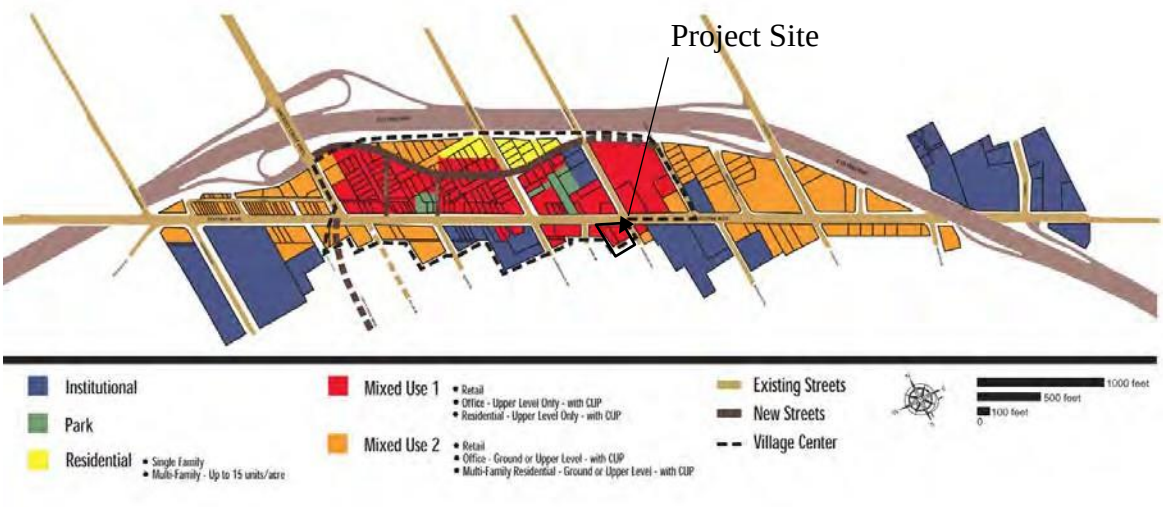
The project site is a single parcel located at the southwest corner of Foothill Boulevard Woodleigh Lane. The site is located approximately 750 feet southwest of the I-210 freeway.



ENVIRONMENTAL SETTING

The project site is located south of Foothill Boulevard and southwest of the I-210 freeway, between Woodleigh Lane and Oakwood Avenue. Foothill Boulevard, located to the north of the site, exists as a four- lane roadway with a landscape median. Woodleigh Lane, located to the east of the project site, is an existing two-lane roadway.

The project site is located towards the center of the Downtown Village Specific Plan, but outside of the Village Center, and has a designation of Institutional. The immediately adjacent parcels to west and south (La Cañada Presbyterian Church) are also designated Institutional, as is one to the north across Foothill Boulevard (U.S. Post Office) and one to the southeast across Woodleigh Lane (La Cañada Thursday Club).



The project site contains a grade difference of approximately 14 feet between the high point located at the northwest corner of the project site and the low point located at the southeast corner of the project site.

Projects in the vicinity of the project site, either submitted for processing, approved or under construction, include the following:

- General Plan 2030 – Class II bicycle lanes are planned along Foothill Boulevard.
- Downtown Village Specific Plan (DVSP) – The DVSP (City of La Cañada Flintridge, 2000) identifies several transportation-related improvements that align with the goals, policies, and designs of Foothill Boulevard.

However, based on discussions with the City, there are no future roadway improvements (either programmed improvements or other mitigation for other recently approved developments) in the project vicinity that are anticipated to be fully funded and constructed prior to the buildout of the Project (i.e., Year 2023). Thus, no changes to the roadway system were incorporated into the Future Conditions analysis based on the DVSP.

- Flintridge Preparatory School, 4543 Crown Avenue – phased expansion of school facilities totaling 22,790 square feet.
- 861 Flintridge Avenue – 12,300 square foot single-family residence.
- 285 Berkshire Avenue – 32,000 square foot single-family residence.
- 4537 Indianola Way – 3,000 square foot office building.

Additionally, the Devil's Gate Reservoir Restoration Project, located approximately 1.5 miles southeast of the project site within the City of Pasadena, is a Los Angeles County Department of Public Works effort to increase flood protection for communities downstream of the Devil's Gate Dam and to restore habitat within a section of the Arroyo Seco Watershed. The Devil's Gate Reservoir Restoration Project would remove 1.7 million cubic yards of sediment from the reservoir and would establish a permanent stormwater maintenance area that allows for the creation of 70 acres of enhanced habitat and recreational opportunities for local communities.

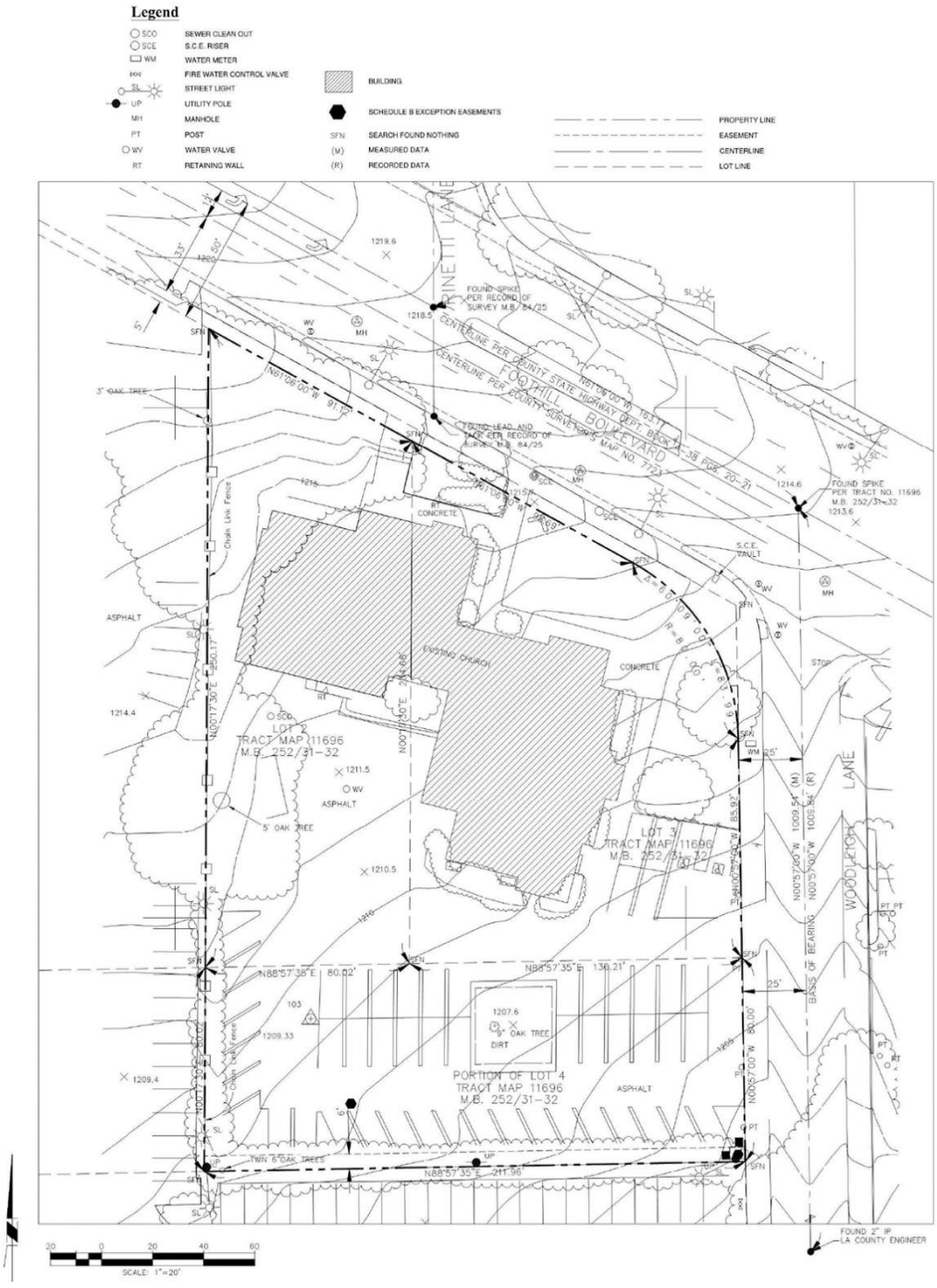


Figure 1 – Existing Site Plan

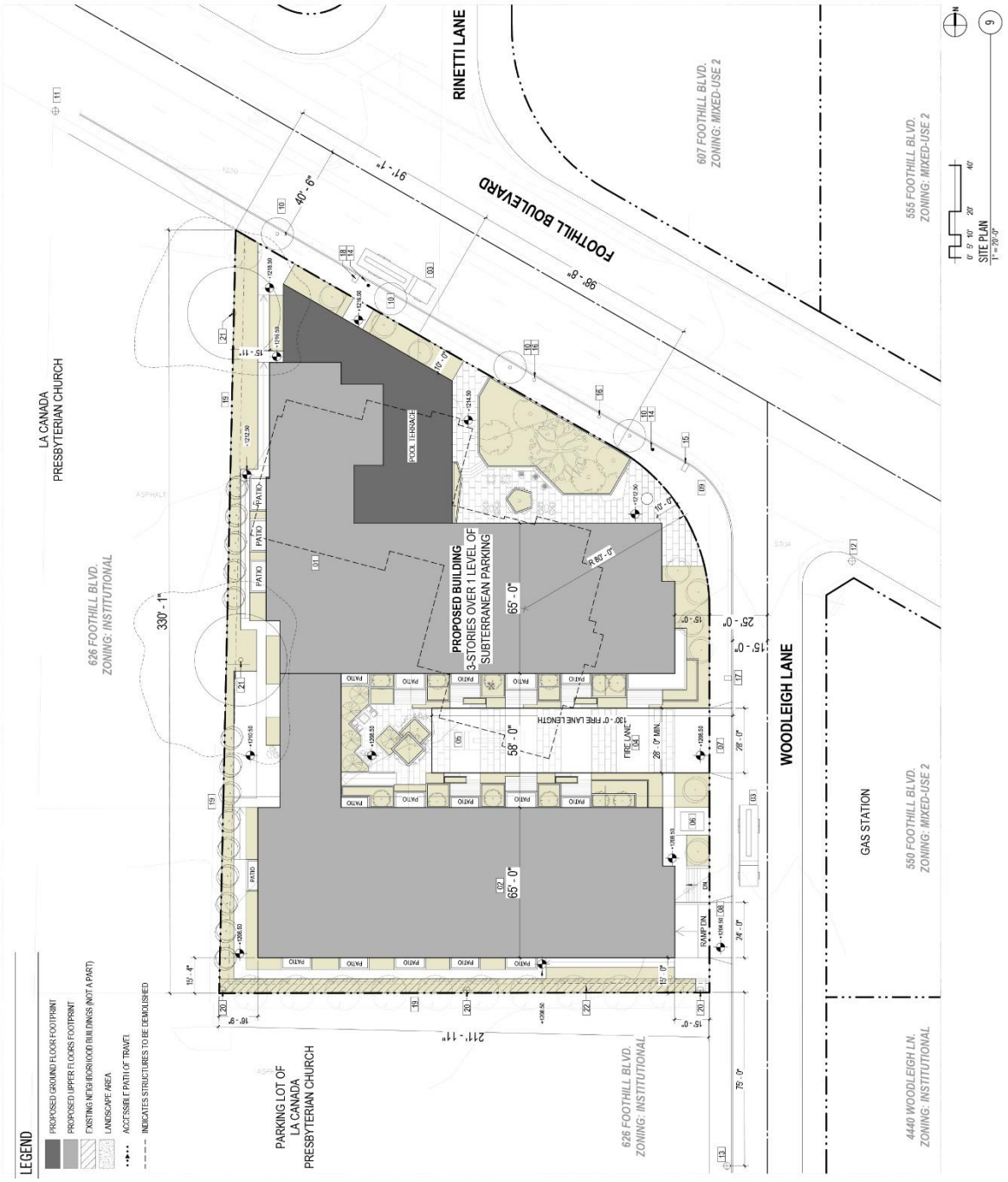


Figure 2 – Conceptual Site Plan

Figure 3a - Proposed Development Elevations – West and North Elevation

Figure 3b - Proposed Development – East and South Elevations

SURROUNDING LAND USES

Existing:	Religious assembly use and associated landscape and parking area
To the north:	Commercial shopping center to the north of Foothill Boulevard (four-lanes)
To the east:	Commercial (gas station) to the east of Woodleigh Lane (two-lanes)
To the south:	Parking lot for religious assembly use located to west of project site, with single-family residential beyond (nearest residential is 250 feet away)
To the west:	Religious assembly use with associated parking and landscape areas

9. **Other Agencies Whose Approval is Required:** (e.g. permits, financing approval, or participation agreement):

   Los Angeles County Fire Department

10. **Native American Tribal Consultation:**
    Have California Native Americans tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3?

    Yes, see Section 18 below.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology and Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☒	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	☒	Transportation	☒	Tribal Cultural Resources
☐	Utilities and Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

Determination:

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.	x
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.	

Emily Stadtlin

Signature

5/6/21

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 a lead agency 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 agency 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 "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 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.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			x	

The City is located at the east end of the Crescenta Valley, between the San Gabriel Mountains to the north and the San Rafael Hills to the south. The San Gabriel Mountains and Angeles National Forest provide a backdrop for the City to the north, while the north face of the San Rafael Hills frames the City's southern border. Within the Conservation Element of the City's General Plan, Figure CNE-3 Topographic and Visual Resources, identifies City-designated scenic corridors that offer public vantage points of prominent viewscapes that include: Foothill Boulevard, Verdugo Boulevard, I-210 Freeway, and Angeles Crest Highway (SR-2), which is also an officially designated State Scenic Highway north of the City boundary).[1]

The project is located immediately south of Foothill Boulevard. Surrounding views are generally defined by low-rise single-family residential buildings and other low- to mid-rise commercial, institutional, and public use development. While the project site is located within a City-designated scenic corridor along Foothill Boulevard, the existing level of development within the project site limits views across and beyond the site from surrounding roadways. The scale and aesthetic character of the project would be compatible with the design of the existing development within the immediate vicinity and would be subject to the City's Design Review

[1] City of La Cañada Flintridge, General Plan, Conservation Element, 2013, Figure CNE-3.

process and the DVSP's established design guidelines for institutional uses. As discussed in the General Plan, the DVSP requires new development to implement DVSP design guidelines and development standards to protect viewscapes of Foothill Boulevard.[2]

The design of the three-story building takes into account the slope and landform contours of the project site (See Figure 3a – Proposed Development Elevations and Figure 3b – Proposed Development – North and West Elevations). As stated above, the General Plan Amendment would amend the City's Land Use Element to include a new DVSP MU3 land use district. The Zone Change effectuates the change of DVSP land use district from Institutional to MU3, which would allow for development standards and building heights of up to 35 feet, not including non-habitable appurtenances up to 45 feet covering not more than 25 percent of the roof area. At its highest point, the project would include limited areas up to 45 feet; the project, with implementation of the Zone Change, would be consistent with the new MU3 designation. Additionally, the project's building height would be consistent with the surrounding low- to mid-rise development in the immediate vicinity of the project site. This includes the immediately adjacent La Cañada Presbyterian Church complex, which was approved with a maximum height of 41 feet for the sanctuary (excluding the steeple that has a total height of 116-feet), 41-feet for the children's ministries building, and 45- feet for the family life/youth center building. Therefore, the proposed mixed-use project would not result in a substantial change in the distribution of structures as seen from public vantage points around the project site. Implementation of the proposed project would not result in a substantial adverse effect on a scenic vista. Impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	

The project site has been developed since 1949 and currently contains two existing structures utilized for religious assembly, surface parking and landscaping areas. Landscaping on the project site contains ornamental landscaping, including grass areas, trees, shrubs, and other ornamental plants. The nearest officially designated state scenic highway is SR-2, which is located approximately 0.6 miles west of the project site. Based on the existing developed character of the site and the existing topography within this portion of the City, the project site is not highly visible for this scenic highway.[3]

The project site does not contain any scenic resources, such as rock outcroppings or historic buildings that could be damaged by the proposed project. Implementation of the project includes demolition of the existing structures, construction of a new building, both subterranean and surface parking and landscape areas. As discussed in Section 5, *Cultural Resources*, neither of the existing structures on the campus are considered historic resources.

[2] City of La Cañada Flintridge, General Plan, Conservation Element, page 4-14.

[3] City of La Cañada Flintridge, General Plan, Conservation Element, Figure CNE-3.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
The proposed development would require the removal of ten trees and the temporary encroachment into the protection zone of trees during construction activities. The project applicant would be required to comply with Title 11 Chapter 11.40 of the City's Municipal Code (Preservation and Protection of Designated Trees on Private Property) to reduce potential impacts to the trees. Based on the compliance with existing City ordinance, the proposed project would result in less than significant impacts to scenic resources on the site.				
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings?			X	
The existing visual character of the project site is characterized by low- to mid-rise buildings. The project site is located within the DVSP along the Foothill Boulevard corridor with surrounding uses primarily consisting of low- to mid-rise commercial, institutional, and public use development with low-rise single-family residential buildings beyond. The project site is bound by commercial and institutional uses on all four sides, with the La Cañada Presbyterian Church complex to the south and west, a U.S. Post Office to the north across four-lane Foothill Boulevard and gas station and the La Cañada Thursday Club to the east across two-lane Woodleigh Lane. Single-family residential uses are located further to the south. The project site is located at the intersection of Foothill Boulevard and Woodleigh Lane and does not abut any residential uses. The closest residential use is located approximately 225 feet south of the project site, with an existing surface parking lot, solid fences and associated landscaping being located between the project site and the residential use. As stated above, the General Plan Amendment would amend the City's Land Use Element to include a DVSP MU3 land use district. The Zone Change effectuates the change of DVSP land use district from Institutional to MU3, which would allow for development standards and building heights of up to 35 feet, not including appurtenances up to 45 feet. As the highest point of the project would be up to 45 feet for pitched roofs, the project, with implementation of the Zone Change, would be consistent with the new MU3 designation. As previously stated under Threshold a, the project's building height would be consistent with the surrounding low- to mid-rise development in the immediate vicinity of the project site. The proposed project would be compatible with the overall aesthetic of surrounding uses along the Foothill Boulevard corridor and would be subject to the DVSP's established design guidelines for mixed uses. Additionally, the ultimate design of both the structure and landscape plans must comply with the City's Design Review process and be approved by the Design Commission. As such, the proposed project would not substantially degrade the existing visual character or quality of the project site. Impacts would be less than significant.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
The project site currently generates low levels of artificial light and glare sources associated with the existing structures. Implementation of the proposed project would not introduce a substantial amount of new lighting and potential sources of glare on the project site in comparison to existing				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

uses. The proposed structures would be developed according to City of La Cañada Flintridge General Plan CNE Policy 1.3.7, which requires new development light levels to not exceed State standards. In accordance with current design practices, lighting would be designed with shielding features and directed downwards to reduce light-sourced impacts surrounding the project site.

The existing structure has the potential to create glare associated with building surfaces and automobile windows in the surface parking area during the day. However, the proposed building materials would consist of nonreflective surfaces and nonreflective glazed glass on the building exterior to not create daytime glare that could affect nearby sensitive uses. Landscaping plans include trees along the southern border of the property, which would provide additional screening from potential glare. As the proposed project would be subject to the City's Design Review process and the DVSP's established design guidelines, the introduced sources of lighting and glare would be compatible with existing uses surrounding the project site. Impacts would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES. 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 Dept. 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. 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 nonagricultural use?				X
There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the City.[4] Therefore, there will be no impact.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
There is no land zoned for agricultural use or William Act contracts within the City. Therefore, there will be no impact.				

[4] California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
No land within the City is zoned for, or utilized as, forest land, timberland, or timberland zoned Timberland Production. The Angeles National Forest is located approximately 1.7 miles north of the City and is completely outside of the City boundary. Therefore, there will be no impact.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
There is no forest land within the City. Therefore, there will be no impact.				
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?				X
The project site is not located within close proximity to any land zoned for, or utilized for, agricultural or forest land. Therefore, the proposed project will not result in the loss of forest land or conversion of forest land to non-forest use and therefore, there will be no impact.				

3. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District shall be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
A significant air quality impact could occur if the proposed project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial barrier to implementation of the policies or obtaining the goals of that plan. The City is located in the South Coast Air Basin (Air Basin), which is under the air quality planning jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is the agency principally responsible for comprehensive air pollution control in the Air Basin. The proposed project would be subject to the SCAQMD's AQMP, which contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. The 2016 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy.[5] Projects that are consistent with the assumptions used in the AQMP				

[5] South Coast Air Quality Management District (SCAQMD), Final 2016 Air Quality Management Plan (AQMP), March 2017, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-

do not interfere with attainment because the associated growth with the projects are included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's numeric indicators.

Construction

Construction activities associated with the project have the potential to generate temporary criteria pollutant emissions through the use of heavy-duty construction equipment, such as a grader, excavator, rubber tired dozer, crane, concrete/industrial saws, and loaders, and through vehicle trips generated from worker trips, vendor and haul trucks traveling to and from the project area. In addition, fugitive dust emissions would result from site preparation, grading, excavation, and drainage/utilities installation. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

The SCAQMD recommends that lead agencies demonstrate that a project would not directly obstruct implementation of an applicable air quality plan and that a project be consistent with the assumptions (typically land-use related) upon which the air quality plan is based. Construction of the project would result in an increase in short-term employment compared to existing conditions. However, this increase in employment would be temporary in nature and construction jobs under the project would not conflict with the long-term employment projections upon which the AQMP is based. Control strategies in the AQMP, potentially applicable to control temporary emissions from construction activities, include ONRD-04 and OFFRD-01,[6] which are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment by accelerating the replacement of older, emissions-prone engines with newer engines that meet more stringent emission standards.

As detailed in Table 4 under Threshold c, the project would have less than significant construction emissions of criteria pollutants and would not require mitigation. Therefore, the project would be consistent with the AQMP. Additionally, the project would comply with the California Air Resources Board (CARB) requirements to minimize short-term emissions from on-road and off-road diesel equipment. The project would also comply with SCAQMD regulations for controlling fugitive dust pursuant to SCAQMD Rule 403 (e.g., apply water spray/mists or similar suppressant like SoilSeal) at least 3 times per day on active areas of disturbance and unpaved roads, and

2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed February 21, 2021.

[6] AQMP measure ONRD-04 applies to on-road mobile sources and is the accelerated retirement of older on-road heavy-duty vehicles to reduce emissions of NOX and particulate matter. AQMP measure OFFRD-01 applies to off-road mobile sources and is the extension of the Surplus Off-Road Opt-In for NOX (SOON) provision for construction/industrial equipment to encourage the accelerated retirement of older off-road heavy-duty equipment to reduce emissions of NOX. See SCAQMD, 2012 AQMP, Chapter 4, Control Strategy and Implementation, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2012-air-quality-management-plan/final-2012-aqmp-(february-2013)/chapter-4-final-2012.pdf. Accessed February 19, 2021.

limit truck speed to 15 miles per hour or less on unpaved roads to minimize dust on unpaved roads at the construction site.

Compliance with these requirements is consistent with and meets or exceeds the AQMP requirements for control strategies intended to reduce emissions from construction equipment and activities. Because the project would not conflict with the control strategies intended to reduce emissions from construction equipment, the project would not conflict with or obstruct implementation of the AQMP, and impacts would be less than significant.

Operation

The project site is currently zoned as Institutional within the DVSP. The project site currently contains existing structures, surface parking, and ornamental landscaping. The applicant is requesting a General Plan Amendment to change the zoning from Institutional to MU3, which would provide opportunities for mixtures of commercial and specialized residential uses in the same building or on the same parcel of land. The proposed project would provide 47 senior housing units which would comprise of approximately 48,376 sf of usable residential space, 12 hotel units comprising of approximately 7,600 sf of office space, and 25,853 sf of open space. The project would meet the energy efficiency measures that are required by regulation, such as the current Title 24 standards, the California Green Building Standards (CALGreen) Code, and the City's Green Building Code. With these proposed uses, the project will benefit the community, address the jobs/housing imbalance identified by the SCAG Regional Housing Needs Assessment (RHNA), and promote the overall transformation of the area into an active mixed-use neighborhood.

The project is also located in close proximity to other commercial and residential uses and is served by multiple bus routes. The project site is served by Glendale Beeline Route 3, which is a local line that travels from Glendale Galleria to the Jet Propulsion Laboratory, and La Cañada Flintridge Shuttle Route 33. The Foothill/Oakwood stop, which serves both the Glendale Beeline Route 3 and La Cañada Flintridge Shuttle Route 33, is approximately 380 feet from the western boundary of the project site. The Foothill/Gould stop, which serves both routes, is approximately 95 feet across the Foothill Boulevard. In addition to being served by public transit, the project would install 47 long-term, covered bike parking stalls for residents and 10 long-term spaces for the office users. The short-term bicycle parking consists of five uncovered spaces for residents and one uncovered short-term space for office workers. The project would support both pedestrian and bicycle access to the project site along Foothill Boulevard and Woodleigh Lane.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
SCAG projected the City's population and employment growth between 2016 and 2045 to be 1,100 population and 1,000 jobs.[7] The project's 47 senior housing units would conservatively directly increase the residential population of the City by introducing no more than 109 new residents to the project site.[8,9] The project is also estimated to introduce approximately 27 new employees to the project site. Therefore, the estimated population and employees generated by the project are well within SCAG's employment growth assumptions for the City. The project would concentrate employment growth in an area served by local bus lines and bicycle facilities. As such, the Project would be consistent with SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) policies for the concentration of growth in proximity to transit. Therefore, the project would not conflict with the growth identified in the AQMP and would not conflict with or obstruct implementation of the AQMP's or the City's strategies and polices intended to reduce criteria pollutant emissions. Therefore, impacts would be less than significant.				
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?			X	
The project site is located within the Air Basin, which is characterized by relatively poor air quality. State and federal air quality standards are often exceeded in many parts of the Basin, including those monitoring stations nearest to the project's location. The project would contribute to local and regional air pollutant emissions during construction (short-term or temporary) and project occupancy (long-term). However, based on the following analysis, construction and operation of the project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAQMD for construction and operational phases. **<u>Construction</u>** Project construction includes demolition, site preparation, grading, excavation, trenching, building construction, architectural coating and landscaping activities. During the demolition phase, 165 trucks would be required to export approximately 1,646 cubic yard (cy) of demolition debris. During the grading/excavation phase, approximately 1,629 trucks would be required to export approximately 19,000 cy of soil. During the concrete phase, approximately 881 concrete trucks would be required.				

[7] SCAG, Connect SoCal, Demographics and Growth Forecast Technical Report, adopted on September 3, 2020, page 34, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579. Accessed February 19, 2021.

[8] The project's 47 senior housing units consist of 3 studio units, 29 one-bedroom units, 9 two-bedroom units, and 6 three-bedroom units. While the average household size in the City is 2.964 persons per household, it is unlikely that a senior housing unit would have 2.964 persons per unit. Therefore, it is assumed that the combined 32 studio and one-bedroom units would conservatively house 2 occupants per unit, and the combined 15 two- and three-bedroom units would house 2.964 occupants per unit. This would result in 109 new residents.

[9] The average household size in the City is 2.964 persons per household. See SCAG, Pre-Certified Local Housing Data, https://scag.ca.gov/sites/main/files/file-attachments/lacanadaflintridge_he_0920.pdf?1603170476, August 2020. Accessed February 19, 2021.

Daily regional emissions during construction are forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source and fugitive dust emissions factors. The emissions have been estimated using the CalEEMod software (version 2016.3.2), an emissions inventory software program recommended by the SCAQMD, and the CARB on-road vehicle EMFAC2017 model. This emissions analysis for all construction activities includes compliance with mandatory SCAQMD Rule 403 measures regarding the control of fugitive dust.

Construction of the project is estimated to last approximately 15 months. Construction duration by phase is provided in **Table 1***, Estimated Construction Schedule.* The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA Guidelines. Site-specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity and associated construction equipment was estimated based on consultation with the project applicant.

TABLE 1
ESTIMATED CONSTRUCTION SCHEDULE

Activity	Start Date	End Date	Duration (Days)
Demolition	3/02/2022	3/31/2022	30
Site Preparation	4/01/2022	4/10/2022	9
Grading/Excavation	4/11/2022	4/30/2022	19
Drainage/Utilities/Sub-Grade	4/20/2022	5/5/2022	15
Foundations/Concrete Pour	5/1/2022	5/31/2022	30
Building Construction	6/01/2022	2/28/2023	272
Architectural Coatings	3/01/2023	4/15/2023	45
Landscaping	3/01/2023	5/31/2023	91

SOURCE: ESA, 2021, in consultation with the project applicant.

The maximum daily regional emissions from these activities are estimated by construction phase and compared to the SCAQMD significance thresholds. Maximum daily emissions are calculated by taking the sum of the overlapping phases for each criteria pollutant. As shown in **Table 2**, *Maximum Regional Construction Emissions – Without Mitigation (Pounds Per Day)*, emissions resulting from project construction would not exceed any criteria pollutant thresholds established by the SCAQMD. Therefore, impacts would be considered less than significant, and no mitigation is required.

TABLE 2
MAXIMUM REGIONAL CONSTRUCTION EMISSIONS – WITHOUT MITIGATION (POUNDS PER DAY)

	Emissions (pounds per day)					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
Construction Phases						
Demolition – 2022	2	20	16	<1	2	1
Site Preparation – 2022	1	15	8	<1	3	2
Grading/Excavation – 2022	4	65	34	<1	8	4
Drainage/Utilities/Trenching - 2022	1	6	5	<1	<1	<1
Foundations/Concrete Pour - 2022	1	24	16	<1	2	1
Building Construction - 2022	1	9	11	<1	1	1
Building Construction - 2023	1	8	10	<1	1	1
Landscaping - 2023	<1	2	3	<1	<1	<1
Architectural Coating - 2023	14	2	2	<1	<1	<1
Overlapping Phases						
Grading/Excavation – 2022 and Drainage/Utilities/Trenching - 2022	4	70	40	<1	8	4
Drainage/Utilities/Trenching – 2022 and Foundations/Concrete Pour – 2022	2	30	21	<1	2	1
Landscaping – 2023 and Architectural Coating – 2023	14	4	5	<1	1	<1
Maximum Daily Regional Emissions	**14**	**70**	**40**	**<1**	**8**	**4**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

SOURCE: ESA, 2021.

Operation

Operation of the project has the potential to generate criteria pollutant emissions through vehicle trips traveling to and from the project site. In addition, emissions would result from natural gas combustion for heating, cooking, and area sources on-site such as landscaping equipment, and the use of consumer products.

Operational emissions for the project were estimated using CalEEMod for the land uses proposed by the project (2024 project buildout) (see Attachment 1 of this Mitigated Negative Declaration for compiled detailed assumptions, calculations, and modeling outputs). Mobile source emissions are based on the vehicle emission factors from EMFAC2017 and the default trip length values for the project land uses in CalEEMod, which are Air Basin-wide average trip distance values. Daily trip volumes from the project's Transportation Study, provided in Attachment 9.1 and 9.2 of this

Mitigated Negative Declaration, were used to estimate the total vehicle miles traveled (VMT) for existing trips and proposed project trips.

Other sources of emissions from operation of the existing site uses and proposed project uses include equipment used to maintain landscaping, such as lawnmowers and trimmers. The CalEEMod tool uses landscaping equipment greenhouse gas (GHG) emission factors from the CARB OFFROAD2011 model and the CARB Technical Memo: Change in Population and Activity Factors for Lawn and Garden Equipment.[10] The CalEEMod software estimates that landscaping equipment operate for 250 days per year in the Air Basin. Emissions of VOCs from the use of consumer products and architectural coatings are based on SCAQMD-specific emission factors for land uses in the Air Basin.

Operational-source emissions are summarized in **Table 3,** *Maximum Unmitigated Regional Operational Emissions (Pounds Per Day)*. As shown, project operational-source emissions are below the applicable SCAQMD regional thresholds of significance. Therefore, impacts would be considered less than significant, and no mitigation is required.

TABLE 3
MAXIMUM UNMITIGATED REGIONAL OPERATIONAL EMISSIONS (POUNDS PER DAY)

	Emissions (pounds per day)					
Year	**VOC**	**NO_X**	**CO**	**SO_X**	**PM10**	**PM2.5**
Source						
Area (Consumer Products, Landscaping)	1.7	<1	4.2	<1	<1	<1
Energy (Natural Gas)	<1	<1	<1	<1	<1	<1
Motor Vehicles	<1	<1	5.2	<1	1.6	<1
Total Project On-Site and Off-Site Emissions	**2**	**2**	**9**	<1	2	1
Existing On-Site and Off-Site Emissions	<1	<1	2	<1	<1	<1
Net On-Site and Off-Site Emissions	**2**	**1**	**8**	<1	1	<1
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

SOURCE: ESA, 2021.

The SCAQMD's approach for assessing cumulative impacts related to operations is based on attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed earlier, the SCAQMD has developed a comprehensive plan, the 2016 AQMP, which addresses the region's cumulative air quality condition.

[10] California Air Resources Board (CARB), OFFROAD Modeling Change Technical Memo, https://ww3.arb.ca.gov/msei/2001_residential_lawn_and_garden_changes_in_eqpt_pop_and_act.pdf. Revised June 13, 2003. Accessed February 19, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

A significant impact may occur if a project were to add a cumulatively considerable contribution of a federal or state non-attainment pollutant. The Basin is currently in non-attainment for ozone (federal and state standards), PM10 (state standards only) and PM2.5 (federal and state standards); therefore, related projects could cause ambient concentrations to exceed an air quality standard or contribute to an existing or projected air quality exceedance. Cumulative impacts to air quality are evaluated under two sets of thresholds for CEQA and SCAQMD.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2016 AQMP. As discussed previously under Threshold a of this Section above, the project would be consistent with the 2016 AQMP and would not have a cumulatively considerable air quality impact. Although the project's employment would increase compared to existing conditions, this growth would be well within the employment projections for the City.

As the project is not part of an ongoing regulatory program, the SCAQMD also recommends that project-specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above under Threshold a of this Section, peak daily emissions of construction and operation-related pollutants would not exceed SCAQMD regional significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, even though implementation of the project would result in an addition of criteria pollutants, in conjunction with related projects in the region, cumulatively significant impacts would not occur. In addition, as discussed in Threshold c of this Section below, construction of the project is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the SCAQMD has established a localized impact threshold. Therefore, the emissions of non-attainment pollutants and precursors generated by the project would be less than significant and would not result in a cumulatively considerable air quality impact.

c) Expose sensitive receptors to substantial pollutant concentrations?			X	

According to the SCAQMD CEQA Air Quality Handbook, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Localized significance thresholds (LSTs) represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, distance to the sensitive receptor, and other factors. The project is located within SRA 8.

The localized air quality analysis was conducted using the methodology described in the SCAQMD Localized Significance Threshold Methodology, which relies on on-site mass emission rate screening tables and project-specific dispersion modeling typically for sites greater than five acres,

as appropriate.[11] The closest existing sensitive receptors to the project are single-family residential located approximately 225 feet south of the project site.

Construction

Localized Construction Emissions

Table 4, Maximum Daily Localized Construction Emissions, identifies the localized impacts at the nearest receptor location, located 225 feet south of the project site, in the vicinity of the project area without mitigation. The localized emissions during construction activity would not exceed SCAQMD's localized significance thresholds. Therefore, impacts would be less than significant, and no mitigation is required.

TABLE 4
MAXIMUM DAILY LOCALIZED CONSTRUCTION EMISSIONS

	Emissions (pounds per day)			
Year	**NO_X**	**CO**	**PM10**	**PM2.5**
Construction Phases				
Demolition – 2022	17	14	1	1
Site Preparation – 2022	15	7	3	2
Grading/Excavation – 2022	21	14	4	2
Drainage/Utilities/Trenching - 2022	5	5	<1	<1
Foundations/Concrete Pour - 2022	8	8	<1	<1
Building Construction - 2022	8	8	<1	<1
Building Construction - 2023	7	8	<1	<1
Landscaping - 2023	2	2	<1	<1
Architectural Coating - 2023	20	16	2	1
Overlapping Phases				
Grading/Excavation – 2022 and Drainage/Utilities/Trenching - 2022	26	19	4	3
Drainage/Utilities/Trenching – 2022 and Foundations/Concrete Pour – 2022	13	12	1	1
Landscaping – 2023 and Architectural Coating – 2023	22	18	2	1
Maximum Daily Regional Emissions	**26**	**19**	**4**	**3**
SCAQMD Regional Threshold	43	882	13	4
Threshold Exceeded?	No	No	No	No

SOURCE: ESA, 2021.

[11] SCAQMD, Localized Significance Thresholds, revised 2008, http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed February 19, 2021.

CO Hotspots

While construction-related traffic on the local roadways would occur during construction, the net increase of construction worker vehicle trips to the existing daily traffic volumes on local roadways would be relatively small and would not result in CO hotspots. Additionally, construction-related vehicle trips would only occur in the short-term and would cease once construction activities have been completed.

Toxic Air Contaminants

Concentrations of Toxic Air Contaminants (TACs) are also used as indicators of ambient air quality conditions. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The proposed project would not involve any highly intensive construction activities (e.g., large-scale foundation work or pile driving), as given the 1.29-acre size of the project site, significant earthmoving activities requiring substantial construction equipment are not anticipated.

Sensitive receptors are located adjacent to the project site. SCAQMD recommends that construction health risk assessments be conducted for substantial sources of diesel particulate matter (DPM) emissions (e.g., earth-moving construction activities) in proximity to sensitive receptors and has provided guidance for analyzing mobile source diesel emissions. However, localized DPM emissions (strongly correlated with PM2.5 emissions) are less than significant (as shown in Table 4, above). Although the localized analysis does not directly measure health risk impacts, it does provide data that can be used to evaluate the potential to cause health risk impacts. The very low level of PM2.5 emissions coupled with the short-term duration of construction activity anticipated at 15 months resulted in an overall low level of DPM concentrations in the project area. The project would comply with the CARB's Airborne Toxic Control Measures (ATCM) anti-idling measure, which limits idling to no more than five minutes at any location for diesel-fueled commercial vehicles. Sensitive receptors would be exposed to emissions below thresholds. Construction TAC impacts are less than significant, and no mitigation measures are required.

Operation

Localized Operations Emissions

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may queue and idle at the site (e.g., warehouse or transfer facilities). With regard to on-site sources of emissions, the project would only generate emissions resulting from sources such as natural combustion (on-site natural gas consumption for heating and cooking, such as natural gas combustion in broilers and water heaters) and landscaping equipment. As shown in **Table 5**, *Maximum Localized Operational Emissions (Pounds Per Day)*, below, impacts would be less than significant, and no mitigation is required.

TABLE 5
MAXIMUM LOCALIZED OPERATIONAL EMISSIONS (POUNDS PER DAY)

	Emissions (pounds per day)			
Year	**NO_X**	**CO**	**PM10**	**PM2.5**
Source				
Area (Consumer Products, Landscaping)	0.71	4.17	0.08	0.08
Energy (Natural Gas)	0.2	0.1	0.02	0.02
Total Project On-Site Emissions	**0.91**	**4.26**	**0.09**	**0.09**
Existing On-Site Emissions	0.24	0.05	0.04	0.00
Net On-Site Emissions	**0.67**	**4.21**	**0.05**	**0.09**
SCAQMD Regional Threshold	**43**	**882**	**4**	**1**
Threshold Exceeded?	No	No	No	No

SOURCE: ESA, 2021.

CO Hotspots

As identified within the Air Quality and Greenhouse Gas Analysis Report, the proposed project would not generate sufficient traffic volumes, that combined with existing affected intersections, would generate a CO hotspot. Impacts would be less than significant, and no mitigation is required.

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

Potential activities that may emit odors during construction activities, include the combustion of diesel from the various on- and off-road equipment, and the use of architectural coatings and solvents. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents and the project would comply with the applicable provisions of the CARB ATCM regarding idling limitations for diesel trucks. Further, these odors would be temporary in nature and would likely not be noticeable beyond the boundaries of the project site. The potential for impacts associated with diesel odor associated with construction activities would be less than significant. During operation, odors would primarily consist of vehicles traveling to the project site and the use of equipment during landscape and facility maintenance. Therefore, the project construction is not anticipated to result in objectionable odors, and impacts will be less than significant.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies and fiberglass molding facilities.[12] The proposed project site does not include any of the uses identified as being associated with odors. As a result, the project is not expected to discharge contaminants into the air in quantities that would cause a nuisance, injury, or annoyance to the public or property pursuant to SCAQMD

[12] SCAQMD, CEQA Air Quality Handbook.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Rule 402. Therefore, project operation would not create adverse odors affecting a substantial number of people and impacts would be less than significant.

4. BIOLOGICAL RESOURCES. 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 or U.S. Fish and Wildlife Service?		X		

The City has an extensive urban forest that provides habitat for wildlife, especially birds. Title 11 Chapter 11.40 of the City's Municipal Code (Preservation and Protection of Designated Trees on Private Property) is intended to preserve and encourage the regeneration of the urban forest. Title 4 Chapter 4.24 (Trees in the Public Right-Of-Way) governs the protection of trees located within the public right-of-way.

The project site is developed with an existing institutional use and is located within an urbanized area of the City. The project site is not located within an open space area of the City according to Figure LUE-1 of the General Plan Land Use Element and does not contain any critical habitat or support 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 US Fish and Wildlife Service (USFWS).[13]

The Arborist Report, provided in Attachment 2 of this Mitigated Negative Declaration, identified a total of sixteen trees on or near the project site, including four Coast Live Oak and four street trees. The project proposes to remove ten protected trees, including two Coast Live Oak trees. The remaining two Coast Live Oak trees and four City Street Trees (Crape Myrtles) would be preserved.[14] As recommended in the Arborist Report, temporary construction would implement the necessary precautions to protect these trees, including installing visible fencing around protected and having an ISA Arborist monitor protected trees throughout the construction period. As these trees may provide habitat for nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) and the CDFW, the removal of these trees may result in potential impacts. The project applicant would implement Mitigation Measure BIO-1 to ensure impacts to nesting birds would be reduced to less-than-significant levels.

> **BIO-1 (Bird Nest Avoidance):** If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.

[13] City of La Cañada Flintridge, General Plan, Land Use Element, Figure LUE-1.

[14] McKinley & Associates, Arborist Report. June 22, 2020. Provided in Attachment 2.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist based on field conditions.				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				X
The project site is currently developed with an existing institutional use, and includes two structures, surface parking and landscape areas. The project site is located within an urbanized area of the City and is not located within proximity to any of the City's waterways. No riparian or other sensitive natural community is located on or adjacent to the project site. No impacts would occur.				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
The project site is currently developed and does not contain and is not located near any wetland habitat or a blue-line stream. Additionally, the project site is not located within the Hillside Residential or Estate Residential land use designations, which are designations identified under the City's General Plan Final Program EIR that would potentially result in impacts on jurisdictional waters, if present.[15] Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands, through direct removal, filling, hydrological interruption, or other means. No impacts would occur.				
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?		X		
The project site and the surrounding area are currently developed and do not contain native resident or migratory species or native nursery sites. The project site is adjacent to Foothill Boulevard, a major transportation route that acts as a barrier to potential wildlife movement. While there are no wildlife migration corridors in the vicinity of the project site, the proposed project would involve activities that would potentially disturb native nesting bird species, including migratory birds. The project applicant would implement Mitigation Measure BIO-1, described above, to ensure impacts to interference with the movement of wildlife is reduced to less than significant.				

[15] City of La Cañada Flintridge, General Plan Update Final Program EIR, Section 4.3.4.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	

The project site contains existing landscaping, including grass, trees, shrubs, and other ornamental plants. The City has an extensive urban forest that provides habitat for wildlife, especially birds. As stated under Threshold a of this Section, the proposed project involves the removal of ten on-site trees. The project applicant would obtain a Tree Removal Permit for removing the ten protected trees.

Construction activities would also result in the temporary encroachment into the protection zone of two protected Coast Live Oak trees. Pursuant to City Municipal Code Section 11.40.070 (Protection Requirements During Development Activity), prior to the issuance of any grading permit, the project applicant will be required to submit to the Director of Community Development for review and approval, the specified information, including a site plan identifying the protected trees and an arborist report evaluation of the development proposal as it impacts each protected tree, including suggested mitigating and/or future maintenance measures where required. Additionally, protection barriers shall be installed on-site to ensure development activities do not negatively impact protected trees. Based on compliance with all identified regulations, impacts to protected trees would be less than significant.

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

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or similar plans located within the City. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan. No impacts would occur.

5. CULTURAL RESOURCES. Would the proposal:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Guidelines Section 15064.5?			X	

A substantial adverse change in the significance of a historical resource means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" according to CEQA Guidelines Section 15064.5(b)(1). A cultural resource shall be considered "historically significant" in California if the resource is 45 years old or older; possesses integrity of location, design, setting, materials, workmanship, feeling, and association; and meets the requirements for inclusion in the California Register of Historic Resources.

The project site has been utilized for religious assembly use since 1949. The site currently contains two structures, one constructed in 1949 and the other in 1958, surface parking and landscape areas. Based on the age of both structures, an assessment of the structures was

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
performed to determine if there was any historical significance associated with the project site.[16] Based on the evaluation, it was determined that the existing on-site buildings are not associated with any historical events of local, state, or national importance, are not associated with the productive life of a person of importance in local, State, or national history, do not embody the distinctive characteristics or represent the work of an important individual, or have not yielded or likely to yield information in prehistory or history. As such, these buildings do not individually or collectively qualify for listing on the California Register of Historic Resources as an individual resource or as a historic district. Additionally, neither building is recognized by the City as a significant historical resource. Therefore, implementation of the project and demolition of both structures will not cause a substantial adverse change in the significance of a historical resource. Impacts will be less than significant.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Guidelines Section 15064.5?		X		
As indicated in the Conservation Element of the City's General Plan, no historic archaeological sites have been recorded in the City.[17] The project site consists of an existing institutional use and is located within an urbanized area that has been previously disturbed and subject to grading and development. Nonetheless, construction of the project could have the potential to unearth undocumented archaeological resources beneath the site during excavation activities. Since construction of the proposed project would include ground disturbing activities and excavation for the building footings and subterranean parking area, construction activities could potentially encounter subsurface archaeological resources, and impacts would be potentially significant. Implementation of Mitigation Measure TCR-1, which would require the proposed project to obtain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation to monitor during construction phases that involve ground-disturbing activities, would reduce potentially significant impacts to archaeological resources to less-than-significant levels.				
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	
No known burial sites are located within the vicinity of the project site. However, if human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24-hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant, who will then serve as a consultant on how to proceed with the remains (i.e. avoid removal or rebury). With implementation of this standard requirement, impacts will be less than significant.				

[16] Tim Gregory, 600 Foothill Boulevard, La Cañada Flintridge, First Church of Christ, Scientist of La Cañada, April 2017, Provided in Attachment 3.

[17] City of La Cañada Flintridge, General Plan, Conservation Element, page 4-7.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
6. ENERGY. 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?			X	

Construction

The project would consume energy during construction activities, primarily from on- and off-road vehicle fuel consumption in the form of diesel, gasoline, and electricity from water conveyance for dust control. These activities make up small percentages of total energy supplies and would cease after the 15-month construction period. The analysis below includes the project's energy requirements and energy use efficiencies by energy type for each stage of the project.

The estimated fuel usage for off-road equipment is based on the number and type of equipment that would be used during construction activities, hour usage estimates, the total duration of construction activities, and hourly equipment fuel consumption factors from the CARB OFFROAD model, which was used in the project's air quality analysis. On-road vehicles would include trucks to haul material to and from the project site, vendor trucks to deliver supplies necessary for project construction, and fuel used for employee commute trips. Electricity used from water conveyance for dust control was calculated using assumptions for gallons used per acre per day and CalEEMod water conveyance intensity factors were applied to calculate total construction electricity consumption. Construction activities typically do not involve the consumption of natural gas. **Table 6,** *Summary of Energy Consumption During Project Construction* summarizes the project's total fuel and electricity consumption from construction activities.

TABLE 6
SUMMARY OF ENERGY CONSUMPTION DURING PROJECT CONSTRUCTION

Fuel Type	Quantity
Gasoline (gallons)	
On-Road Construction Trips (Vendor, haul, and Worker trips)	9,146
Off-Road Construction Equipment	0
Total Gasoline	**9,146**
Diesel (gallons)	
On-Road Construction Trips	24,955
Off-Road Construction Equipment	24,029
Total Diesel	**48,985**
Annual Average Diesel (gallons/year)	32,656
Annual Average Gasoline (gallons/year)	6,097
2019 Los Angeles County Diesel Consumption (gallons)	584,745,763
2019 Los Angeles County Gas Consumption (gallons)	3,559,000,000
Project's percentage of County Diesel Use	0.008%
Project's percentage of County Gasoline Use	0.00026%

SOURCE: ESA, 2021.

The energy use summary provided above in Table 6 represents the amount of energy that could potentially be consumed during project construction based on the construction assumptions provided by the project applicant, provided in Attachment 1 of this Mitigated Negative Declaration. As shown, on- and off-road vehicles would consume an estimated 9,146 gallons of gasoline and approximately 48,985 gallons of diesel fuel. For comparison purposes, the fuel usage during project construction would represent approximately 0.00026 percent of the 2019 annual gasoline sales and 0.008 percent of the 2019 annual diesel sales in Los Angeles County. Detailed calculations are provided in Attachment 4 of this Mitigated Negative Declaration.

The project's construction contractors would comply with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling time in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. CARB approved the Truck and Bus regulation to reduce NO_X, PM10, and PM2.5 emissions from existing diesel vehicles operating in California. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models.

While intended to reduce construction criteria pollutant emissions, compliance with the above listed anti-idling and emissions regulations would also result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. According to the CARB staff report that was prepared at the time the anti-idling ATCM was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and NO_X emissions by 64 and 78 percent respectively in analysis year 2009.

These reductions in emissions are directly attributable to overall reduced idling times and fuel combustion as a result of compliance with the regulation. Heavy-duty engines continue to become more efficient and reduction amounts may lessen in the future due to this. Although the energy savings cannot be accurately quantified, the project would still reduce consumption of diesel fuel under the anti-idling measure. Construction electricity use would be temporary, sporadic, and would cease upon completion of the project. Electricity for water conveyance would only be used when necessary to prevent fugitive dust and would decrease after completion of excavation and paving phases when the site is paved and has less dust to control. Thus, construction of the project would use energy necessary to build the project, but would not result in the wasteful, inefficient, and unnecessary use of energy and impacts would be less than significant.

Operation

During operation of the project, building energy would be consumed for multiple purposes, including, but not limited to, HVAC; refrigeration; lighting; and the use of electronics, equipment, and appliances. Energy would also be consumed during Project operations related to water usage,

solid waste disposal, electric vehicle charging, and vehicle trips. The consumption of energy would be partially offset by the solar PV array, which is assumed to be 35 kW across 2,535 sf of roof area. **Table 7**, *Project Operational Energy Usage and Regional Energy Supply*, below, summarizes the project's operational energy sources in comparison to Southern California Edison (SCE), Southern California Gas Company (SoCalGas), and Los Angeles County transportation fuel consumption.

TABLE 7
PROJECT OPERATIONAL ENERGY USAGE AND REGIONAL ENERGY SUPPLY

Source	Natural Gas Per Year (million cubic feet)	Electricity Per Year (million kWh)	Diesel Fuel Per Year (gallons)	Gasoline Fuel Per Year (gallons)
SoCalGas (2025) [a] / SCE (2019) [b]	854,830	84,654	—	—
Los Angeles County (Transportation Sector) (2019) [c]	—	—	584,745,763	3,559,000,000
Building Energy	0.958	0.593	—	—
EV Charging	—	0.002	—	—
Solar	—	(0.058)	—	—
Mobile Sources	—	—	3,356 [d]	31,255 [d]
Project Annual Total	**0.958**	**0.636**	**3,356**	**31,255**
Existing Annual Total	**0.184**	**0.128**	**841**	**8,366**
Net Project Annual Total	**0.773**	**0.508**	**2,515**	**22,889**
Percent of SoCalGas / SCE	0.0001%	0.0006%	—	—
Percent of Los Angeles County (Transportation Sector)	—	—	0.0004%	0.0006%

[a] California Gas and Electric Utilities, 2020 California Gas Report, page 145, https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf. Accessed February 19, 2021.

[b] Southern California Edison, 2019 Annual Report, https://www.annualreports.com/HostedData/AnnualReports/PDF/NYSE_EIX_2019.pdf. Accessed February 19, 2021.

[c] California Energy Commission, California Retail Fuel Outlet Annual Reporting (CEC-A15) Results, 2019, https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting. Accessed February 19, 2021.

[d] Project gasoline and diesel are calculated based on the estimated VMT and fuel consumption factors from EMFAC2017. Electricity and natural gas are calculated in Section 8, *Greenhouse Gas Emissions*.

SOURCE: ESA, 2021.

The project would increase demand for electricity compared to existing conditions, including what is needed to support building operations. As shown in Table 7, the project would result in a net new projected consumption of electricity totaling approximately 0.51 million kilowatt-hour (kWh) per year and represent 0.0006 percent of SCE's total sales in 2019. While the project would generate an increase in electricity demand, the demand is not anticipated to be sufficient enough to require additional power generation facilities to serve the proposed project, or that the demand would exceed capacity of energy providers. Impacts would be less than significant.

The project would increase the demand for natural gas resources. Natural gas services for the proposed project are provided by SoCalGas. As shown in Table 7, the project is projected to generate a net new annual demand for natural gas totaling approximately 773,379 cubic feet,

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
which accounts for approximately 0.0001 percent of SoCalGas' projected natural gas demand for the year 2025. Therefore, it is anticipated that SoCalGas' existing and planned natural gas supplies would be sufficient to support the Project's demand for natural gas. Impacts would be less than significant. As would be the case with electricity and natural gas, the project would comply with the applicable provisions of Title 24, City's Climate Action Plan (CAP), and the CALGreen Code in effect at the time of building permit issuance. Furthermore, the project would incorporate EV charging stations, drought tolerant landscaping, and solar PV panels. As such, the project would minimize energy demand. Therefore, operation of the Project would not result in the wasteful, inefficient, and unnecessary consumption of energy and impacts would be less than significant. The project would increase the demand for fuel resources. The project's estimated operational gasoline and diesel fuel use is provided in Table 7. As shown in Table 7, the project is projected to generate an annual demand for gasoline totaling approximately 22,889 gallons per year and generate annual demand for diesel totaling approximately 2,515 gallons. The project's operational fuel consumption accounts for a small percentage of the entire Los Angeles County as the project would only account for approximately 0.0006 percent and 0.0004 percent for gasoline and diesel, respectively. As discussed in Section 17, *Transportation*, this project does not have a significant impact on transportation or traffic in the project vicinity. Furthermore, the project has a planned and existing network of bike and bus transit that could be used to access the site. Therefore, since the project is consistent with SCAG's growth projections, is connected to a transit network, and has less than significant traffic impacts based on the low number of trips, the project's fuel consumption would not result in the wasteful, inefficient, and unnecessary consumption of fuel and impacts would be less than significant. Impacts would be less than significant.				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
The State and the City have implemented energy policies relevant to the Project. The California Renewables Portfolio Standard (RPS) was established in 2002 and required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2013. Senate Bill (SB) 350 (Chapter 547, Statues of 2015) is the most recent update to the state's RPS requirements. The RPS requires publicly owned utilities and retail sellers of electricity in California to procure 33 percent of their electricity sales from eligible renewable sources by 2020 and 50 percent by the end of 2030. The Project would generate an increase in electricity demand for general building operations (HVAC and lighting) and mobile sources. The project would comply with the applicable provisions of the 2019 Title 24 standards and the CALGreen Code in effect at the time of building permit issuance. In addition, the consumption of energy would be partially offset by the solar PV array, which is assumed to be 35 kW across 2,535 sf of roof area. As such, the demand would be negligible with respect to SCE supplies and no additional power generation facilities would be required. The project would not conflict with SCE or the State's ability to achieve the RPS goals.				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

The City of La Cañada published an Energy Action Plan in 2013 and a CAP in 2016. The Energy Action Plan focused on policies involving energy efficiency in existing buildings and construction of high performance new buildings. The CAP built upon the Energy Action Plan to establish energy measures to reduce energy consumption and increase energy independence. The proposed project would be consistent with these energy measures because the new development would comply with updated regulatory standards and incorporate sustainable features such as solar, EV charging stations, drought tolerant landscaping, low flow toilets and faucets, and recycling services. Furthermore, the development would increase residential density along the downtown, urban area of Foothill Boulevard thereby increasing energy efficiency. Therefore, the Project would have a less than significant impact to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency.

7. GEOLOGY AND SOILS. 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 fault? Refer to Division of Mines and Geology Special Publication 42.			X	
The project site is not located within an established Alquist-Priolo Earthquake Fault Zone or designated Fault-Rupture Hazard Zone for surface fault rupture hazards.[18,19] The Sierra Madre fault zone is the closest active fault zone and is located approximately one mile northwest of the project site. As the Sierra Madre fault zone is not located directly beneath under the project site and does not project into the project site, the potential for surface rupture as a result of fault plane displacement during the design life of the proposed project is considered unlikely. Therefore, impacts would be less than significant.				
ii) Strong seismic ground shaking?			X	
A number of faults recognized as active by the State and the California Building Code are located within the Southern California area. A moderate to major event on any of these faults could result in strong ground shaking at the project site. The intensity of the ground shaking would depend on the distance to the epicenter and the geology of the areas between the epicenter and the project area. This risk exists throughout the Southern California region and could pose a risk by exposing people, property and infrastructure to potentially damaging ground shaking. In accordance with the California Building Code, seismic structure design requirements will be based on the Seismic Design Category for the proposed structures, which is based on the				

[18] R.T. Frankian & Associates, Report of the Geotechnical Investigation, April 21, 2017, page 6. Provided in Attachment 5.

[19] California Department of Conservation, Fault Activity Map of California, https://maps.conservation.ca.gov/cgs/fam/app/. Accessed February 21, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Occupancy Category for the structure and on the level of expected soil modified seismic ground motion. The final determination of the Seismic Design Category will be made at the time of building plan submittal and review of a site-specific soils report. Compliance with applicable building codes would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Based on this, impacts associated with strong seismic ground shaking are anticipated to be less than significant.				
iii) Seismic-related ground failure, including liquefaction?			x	
Liquefaction is a seismic phenomenon in which loose unconsolidated soil or sediment materials lose cohesion and behave as a liquid due to earthquake shaking. Liquefaction typically occurs in sandy and/or silty materials that are saturated with groundwater, and is restricted to the upper 50 feet below ground surface. According to Figure SE-3 (State of California Seismic Hazard Zone in the City and Vicinity) of the General Plan Safety Element, the project site is not identified as having the potential for liquefaction.[20] Based on this information, potential impacts associated with liquefaction would be less than significant.				
iv) Landslides?			x	
The topography of the project site and the surrounding area is relatively flat and does not contain any distinctive landforms. The elevation on the project site is approximately 1,215 feet above mean sea level.[21] According to Figure SE-3 (State of California Seismic Hazard Zone in the City and Vicinity), the project site is not located within an area identified as having a potential for earthquake-induced landslides.[22] Therefore, the probability of seismically induced landslides is considered to be very low. Impacts would be less than significant.				
b) Result in substantial soil erosion or the loss of topsoil?			x	
The project site is currently developed with two structures, a paved surface parking area, and ornamental landscaping. Development of the project site will include removal of the existing structures and paving, as well as grading of the site. These activities are not likely to result in a substantial loss in topsoil since the site has previously been graded and disturbed. Therefore, implementation of the project would have a less than significant impact in regard to the loss of top soil. Construction activities may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. This impact is considered short-term in nature because the site would expose small amounts of soil only during construction activities. Any potential erosion impacts would be reduced by implementation of erosion controls imposed by the City through grading and building code requirements. The developer would also be required to adhere to SCAQMD Rule 403 (Fugitive Dust), which would further reduce the impact related to soil erosion to less than significant.				

[20] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.

[21] EFI Global, Phase 1 Environmental Site Assessment Report, page 11 of 34. August 27, 2019. Provided in Attachment 7.

[22] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

As the project site is greater than one acre in size, the proposed project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. The SWPPP requires the implementation of Best Management Practices (BMPs) during construction to ensure that potential water quality impacts from water-driven erosion, as well as discharge of other construction-related pollutants would be less than significant.

As the project site is currently developed, implementation of the proposed project would not result in a substantial increase in the amount of impervious surface. Additionally, the volume of runoff from the project site would not change substantially as the project will be required to comply with current Low Impact Development (LID) requirements. LID regulations are designed to: 1) reduce the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems; 2) minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other LID strategies; and 3) minimize erosion and other hydrologic impacts on natural drainage systems. As a result, with compliance with the above-mentioned regulations and BMPs, the proposed project would not result in substantial soil erosion. Impacts would be less than significant.

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?			X	

The project site is located within a relatively flat area of the city along the south side of Foothill Boulevard. Based on information and analysis contained within the City's General Plan Safety Element, the site is not susceptible to landslides.[23] Due to the relatively flat topography of the project site and surrounding area, and the analysis within the City's General Plan and associate EIR, the project site would not expose people or structures to potential landslides. Impacts would be less than significant.

Lateral spreading results from liquefaction or plastic deformation of soil that commonly occur on gentle slopes and has a rapid fluid-like flow movement. The conditions occur when blocks of mostly intact surficial soil are displaced laterally as a result of liquefaction in a subsurface layer. The project site is not located within an area of significant lateral spreading and is not susceptible to liquefaction. No impact would occur.

Subsidence involves the settling or sinking of a body of rock or sediment. Subsidence is a type of mass wasting, or mass movement-transport of large volumes of earth material primarily by gravity but may occur as the result of either natural or human-caused events, such as groundwater withdrawal. The project area is not located within an area of significant subsidence activity. Impacts would be less than significant.

[23] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Collapsible soil involves the rapid settling or collapsing of certain types of geologically recent, unconsolidated sediments. Ground settlement can damage man-made structures such as foundations, pavements, concrete slabs, and utilities. Those portions of the City that may be susceptible to seismically induced settlement are the alluvial surfaces and larger drainages that are underlain by alluvial sediments, and do not include the project site. Based on this information, the proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts 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?			X	
The Report of Geotechnical Investigation notes that soils encountered on the project site primarily consisted of clean to silty sands with a very low potential for expansion.[24] This was confirmed based on two samples subject to an Expansion Index test as provided in Appendix B of the Report of Geotechnical Investigation. Compliance with the City's Building Code would assure safe construction and design appropriate to project site conditions. Impacts would be less than significant.				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
The project site is currently connected to a public sanitary sewer line and does not contain any septic tank systems. Implementation of the proposed project would continue to utilize the existing sanitary sewer infrastructure and would not use septic tanks or alternative wastewater disposal systems. No impacts would occur.				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
As indicated in the Conservation Element of the City's General Plan, no prehistoric sites have been recorded in the City.[25] Nonetheless, construction of the project could have the potential to unearth undocumented paleontological resources beneath the site during excavation activities. Since construction of the proposed project would include ground disturbing activities and excavation for the building footings and subterranean parking area, construction activities could potentially encounter subsurface paleontological resources, and impacts would be potentially significant.				

[24] R. T. Frankian & Associates, Report of Geotechnical Investigation, April 21, 2017, page 15. Provided in Attachment 5.

[25] City of La Cañada Flintridge, General Plan, Conservation Element, page 4-7.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Implementation of Mitigation Measure GEO-1, which would require grading and construction activity to be suspended in the event a paleontological resource is unearthed and for the resource to be evaluated, would reduce potentially significant impacts to paleontological resources to less-than-significant levels.

GEO-1: If during grading and construction activity paleontological resources are unearthed, all earth-disturbing work shall be suspended until a paleontologist has been contacted to evaluate the nature and significance of the resource. Once the find has been appropriately mitigated, work in the area may resume. No known burial sites are located within the vicinity of the project site. However, if human remains are encountered, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24-hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant, who will then serve as a consultant on how to proceed with the remains (i.e. avoid removal or rebury.

8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

Since the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in the City, the proposed project is evaluated based on the SCAQMD's recommended quantitative significance threshold of 3,000 million metric tons (MMT) of CO_2 equivalents (CO_2e) per year for mixed-use projects.[26] While the 3,000 $MTCO_2e$/year is not formally adopted, it is used as a reference in this analysis. The SCAQMD has developed guidance for the determination of the significance of GHG construction emissions that recommends that total emissions from construction be amortized over an assumed project lifetime of 30 years and added to operational emissions and then compared to the threshold.[27]

As described in the Air Quality and GHG Technical Report and based on guidance from the SCAQMD, if the mixed use project would emit GHGs less than 3,000 $MTCO_2e$ per year, the project would not be considered a substantial GHG emitter and GHG emission impact would be less than significant, requiring no additional analysis and no mitigation.

Construction activities associated with the project would result in emissions of CO_2 and to a lesser extent, methane (CH_4) and nitrous oxide (N_2O). Construction-period GHG emissions were quantified based on the same construction assumptions for schedule, activities, and equipment as

[26] SCAQMD, Proposed Tier 3 Quantitative Thresholds – Option 1, September 2010.

[27] SCAQMD, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Signficance Threshold, October 2008.

described in Attachment 1. Construction GHG emissions have been amortized over 30 years. Operational emissions would be generated by both area and mobile sources because of normal day-to-day activities. Area source emissions would be generated by the consumption of natural gas for space and water heating devices while mobile emissions would be generated by the motor vehicles traveling to and from the project site. Indirect GHG emissions due to electricity demand, water consumption, and waste generation were also calculated. Similar to construction, the assumptions and methodology used to calculate operational GHG emissions are contained in Attachment 1.

The project's annual GHG emissions for both construction and operation are shown in **Table 8**, *Annual Project Greenhouse Gas Emissions*. As shown, the project's total GHG emissions, for both construction and operation, would be below the SCAQMD's proposed screening level of 3,000 $MTCO_2e$. Therefore, the project would result in a less than significant impact with respect to GHG emissions, and no mitigation is required.

TABLE 8
ANNUAL PROJECT GREENHOUSE GAS EMISSIONS

Emissions Sources	CO_2e (Metric Tons per Year) [a]
Area	10
Energy	243
Mobile	359
EV Charging	<1
Waste	6
Water	35
Construction[b]	19
Project Total	**673**
Existing	168
Project Net Total GHG Emissions	**505**
SCAQMD GHG Significance Threshold	3,000
Exceeds Threshold?	**No**

[a] Totals may not add up exactly due to rounding in the modeling calculations.
[b] Construction emissions are amortized over 30 years.
SOURCE: ESA, 2021.

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

As shown in Table 8 above, the project's highest GHG contributors are from mobile and energy sources. These are highly regulated sources with measures implemented in the CARB's 2017 Climate Scoping Plan to reduce GHG emissions from each sector. With respect to relevant

Statewide GHG reduction strategies, in January 2007, the California Governor enacted Executive Order S-01-07, which mandates the following: (1) establish a statewide goal to reduce the carbon intensity of California's transportation fuels by at least ten percent by 2020; and (2) adopt a Low Carbon Fuel Standard (LCFS) for transportation fuels in California. CARB identified the LCFS as one of the nine discrete early actions in the Climate Change Scoping Plan. The LCFS regulations were approved by CARB in 2009 and established a reduction in the carbon intensity of transportation fuels by 10 percent by 2020 with implementation beginning on January 1, 2011. In September 2015, CARB approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. In the proposed 2017 Climate Change Scoping Plan Update, CARB's preferred recommendation includes increasing the stringency of the LCFS by reducing the carbon intensity of transportation fuels by 18 percent by 2030, up from the current target of 10 percent by 2020.[28] Furthermore, as utility providers, such as SCE, continue to meet their Renewable Portfolio Standards, GHG emissions from electricity consumption will decrease in future years.

The City's CAP was published in 2016 and uses a 2014 emissions inventory. The CAP contains targets that include a 15 percent reduction below 2007 levels by 2020, consistent with AB 32, and a 58 percent reduction below 2007 levels by 2035. The trajectory set aims for the City to exceed the 2030 target (175,309 $MTCO_2e$) by approximately six percent (164,595 $MTCO_2e$).[29] Climate action measures are organized into six focus areas: (1) energy; (2) water; (3) transportation; (4) solid waste; (5) urban greening; and (6) adaptation.

The proposed project would incorporate GHG reduction measures that are consistent with the CAP by increasing energy efficiency, conserving water, and reducing solid waste. The proposed project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of a building's life-cycle. For example, the proposed project would adhere to the 2019 Title 24 standard, incorporate solar PV on-site, provide EV charging stations, install low flow toilets, use water efficient irrigation systems, and institute recycling services consistent with Section 4.408 of the CALGreen Code and organics recycling pursuant to SB 1383. These designs would increase the structures energy efficiency, water efficiency, and overall sustainability.

The City has a history of climate protection. In 2013, the City adopted an Energy Action Plan and an update to its General Plan. The Energy Action Plan focused on policies involving energy efficiency in existing buildings and construction of high performance new buildings. The proposed project would be designed in conformance with the policies in this plan. The proposed project would also be consistent with the goals and policies identified in the City's General Plan Air Quality Element. Specifically, the proposed project would be consistent with AQ Goal 3 to reduce air pollution and GHG emissions through conservation activities, policies and programs,

[28] CARB, California's 2017 Climate Change Scoping Plan, November 2017, https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf. Accessed February 19, 2021.
[29] City of La Cañada Flintridge, Climate Action Plan, 2016, https://cityoflcf.org/wp-content/uploads/2020/01/LCF_Env_Action_Plan_2016.pdf. Accessed February 19, 2021.

regulations, and use of technology. As mentioned previously, the proposed project would implement standard construction practices, such as compliance with SCAQMD Rule 403 – Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction to minimize the generation of fugitive dust.

The project is located in an urban area, and the project would not significantly increase daily trips within the immediate vicinity of the site, as discussed in the project's Trip Generation Analysis for the Refinements to the 600 Foothill Boulevard Project, provided in Attachment 9.2 of this Mitigated Negative Declaration. In addition, incorporation of GHG reduction measures listed in the Energy Action Plan and the City's Air Quality Element would be consistent with the goals of AB 32. As discussed in Section 3, *Air Quality*, the project would comply with SCAQMD Rule 1113 and limit the amount of VOCs in architectural coatings and solvents, and the project would comply with the applicable provisions of the CARB ATCM regarding idling limitations for diesel trucks. Therefore, the proposed project would result in less than significant impacts and is considered consistent with applicable plans.

9. HAZARDS and HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
The types and amounts of hazardous materials that would be used in connection with the proposed project would be typical of those used for similar institutional uses (such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products is not considered to create a significant hazard to the public or the environment. Construction of the proposed project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. However, all potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations. Additionally, the Los Angeles County Fire Department (LACoFD) would have the authority to perform inspections and enforce federal and state laws governing the storage, use, transport, and disposal of hazardous materials and wastes.[30] As such, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the			X	

[30] City of La Cañada Flintridge General Plan, Safety Element, page 5-15.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
release of hazardous materials into the environment?				
As part of the Phase I Environmental Site Assessment (ESA) Report, provided in Attachment 7 of this Mitigated Negative Declaration, a radial regulatory database search was conducted, which includes database listings regarding the potential for the project site to be impacted.[31] The project site is not listed on any of the regulatory databases searched.[32] As discussed in the Phase 1 ESA Report, 15 underground storage tanks (USTs) and 13 leaking USTs (LUSTs) are identified in adjoining or surrounding properties (within 100 feet of the project site). Of the listed sites, none are determined to post a significant threat to the Project site as there has been no indication of a release at the respective adjacent sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the adjacent sites are located cross or down gradient of the project site and more than 0.10 miles from the project site.[33] Additionally, as the project site has been occupied by a religious assembly since the 1949, it is unlikely that such a use would have generated or utilized hazardous materials or wastes that would currently pose a significant hazard. The proposed project includes the demolition of the existing structures, which were built in 1949 and 1958, respectively. Both buildings were constructed prior to the bans on the use of asbestos-containing materials (ACMs) and lead-based paint (LBP) in the late 1970s. As such, based on the age of both buildings, the presence of ACMs or LBP may occur on the project site. However, any ACMs or LBP found would be properly removed and abated as required by State law, specifically Title 22 of the California Code of Regulations (CCR), the California Health and Safety Code, which includes the Hazardous Waste Control Law. The project applicant would also be required to comply with SCAQMD Rule 1403 regarding the handling and disposal of ACMs on the project site. Therefore, impacts of the proposed project would not have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
The Foothill Progressive Montessori School, which includes a daycare and a school, is located approximately 380 feet (0.07 miles) northeast of the project site. The next closest schools are Flintridge Preparatory School, located at 4543 Crown Avenue, approximately 0.45 miles east of the project site; Saint Bede the Venerable Elementary School located at 215 Foothill Boulevard, approximately 0.5 miles east of the project site; and Saint Francis High School located at 200 Foothill Boulevard, approximately 0.6 miles east of the project site.				

[31] EFI Global, Phase I Environmental Site Assessment Report, August 27, 2019, Chapter 5, Regulatory Database Report. Provided in Attachment 7.

[32] EFI Global, Phase I Environmental Site Assessment Report, page 21.

[33] EFI Global, Phase I Environmental Site Assessment Report, page 25.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Construction associated with the proposed project may involve the use of hazardous materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term or one time in nature and would cease upon project completion. Additionally, these potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations to not pose a hazard to anyone on the project site. All spills or leakages of petroleum products during construction activities would be required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations regarding the cleanup and disposal of the contaminant released. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Strict adherence to all emergency response plan requirements set forth by the City and LACoFD would also be required through the duration of the project construction. As previously discussed, the demolition of the existing structures may result in the potential exposure to release ACMs and LBP on the project site. However, the handling and disposal of any ACMs or lead-based paint would be required to comply with applicable State and local requirements. As discussed in Section 3, *Air Quality*, construction of the project would release small quantities of toxic air contaminants for a short period of time; however, the magnitude of these emissions is not sufficient to create substantial concentrations of hazardous pollutants and the emissions are below applicable SCAQMD thresholds. Furthermore, there are no existing hazards on the project site from past uses. Therefore, the proposed project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
The project site has been occupied by an institutional use since the 1949. As previously discussed under Threshold b of this Section, a review of hazardous materials sites indicated that the project site is not listed on a list of hazardous materials sites. Additionally, of the listed adjacent and surrounding sites, none are determined to post a significant threat to the Project site as there has been no indication of a release at the respective adjacent sites, a release has occurred but groundwater has not been impacted, a release has occurred but the case is closed, or the adjacent sites are located cross or down gradient of the project site and more than 0.10 miles from the project site. Therefore, impacts would be less than significant.				
e) For a project located within an airport land use plans, or where such a plan has not been adopted, within two miles				X

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 project site is located approximately 10 miles east of Bob Hope (Burbank) Airport. The airport flight path and airport noise contours do not extend to the project site. Therefore, the project site is located outside of any airport land use plan or any runway landing/take-off flight paths for this local airport. No other public or private use airstrips are located within the vicinity of the project site and no airport related safety impacts would exist. No impacts would occur.				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			x	
While the City does not have any defined emergency routes, Foothill Boulevard and the I-210 are considered emergency routes as they both traverse the City and provide regional access to the greater Los Angeles area. Additionally, the Los Angeles County Department of Public Works identifies the I-210 as a primary disaster route (freeway).[34] Implementation of the proposed project would not result in a substantial change in uses on the project site that would impair existing emergency access operations. The proposed project may require temporary partial street closures along the south side of Foothill Boulevard due to construction activities. While such partial closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would be required to obtain necessary encroachment permits from the City's Public Works Department for all work occurring within the public right-of- way. The project has been designed to be consistent with all current Fire Code requirements, including provision for access and vehicle turn-around areas. Additionally, as a condition of approval, the proposed project would be subject to the review of LACoFD. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			x	
As stated in the City's Municipal Code Section 4.01.020 (Very high fire hazard severity zone), the entire City has been designated a Very High Fire Hazard Severity Zone (VHFHSZ).[35] The project site is located within the core of the City and is not located in a wildland-urban interface (WUI) area, which is defined as an area where human development meets undeveloped wildland or				

[34] Los Angeles County Department of Public Works, Disaster Routes with Road Districts for South Los Angeles County, Map, https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf. Accessed February 21, 2021.

[35] California Department of Forestry and Fire Protection, California Fire Hazard Severity Zone Viewer, 600 Foothill Boulevard, https://egis.fire.ca.gov/FHSZ/. Accessed February 21, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

vegetative fuels. Properties located in a WUI area are subject to more stringent building code requirements than properties outside of these zones. The proposed project would be required to comply with the County of Los Angeles Fire Department's Fuel Modification Plan Guidelines. In addition, the proposed project would adhere to the City's adopted Fire Code and implement fire protection measures to ensure impacts related to exposing people or structures to adverse effects from wildfires are less than significant.

10. HYDROLOGY AND WATER QUALITY. Would the proposal result in:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	

Grading and other construction activities associated with implementation of the project may temporarily increase the level of suspended solids from surface flows during a storm event due to sheet erosion of exposed soil. Additionally, during excavation and grading, contaminated soils may be exposed and/or disturbed; this could impact surface water quality through contact during storm events. As previously noted, the project site is over one acre in size and therefore the project applicant would be required to implement a SWPPP in accordance with the NPDES General Permit for Construction Activities. The SWPPP requires the implementation of BMPs to control the discharge of water pollutants from the project site, including the incorporation of silt fences, sand bag barriers, and/or stabilization of the construction entrance/exit.

Pursuant to the City's Municipal Code Chapter 9.21 (Stormwater Management), the project applicant would also be required to comply with the City's Stormwater Management Ordinance by preparing an Urban Stormwater Mitigation Plan (USWMP), which requires peak stormwater runoff rates from new development to not exceed predevelopment levels. The project applicant would also be required to comply with the LID Ordinance, designed to address sources of runoff and pollutants. Therefore, with regulatory compliance, any potential water quality impacts from the proposed project during construction would be less than significant.

After construction, the proposed project would increase the intensity of activities on the site. This would likely result in an increase in typical urban pollutants generated by motor vehicle use on roadways and parking areas adjacent to the project site, the maintenance and operation of landscaped areas. Stormwater quality is generally impacted by the length of time since the last rainfall, rainfall intensity, urban uses of the area and quantity of transported sediment. Typical urban water quality pollutants are typically associated with motor vehicle operations, oil and grease residues, fertilizer/pesticide uses, human/animal littering, careless material storage, and poor handling and property management. The majority of pollutant loads are usually washed away during the first flush of the storm occurring after the dry-season period. The proposed project would incorporate design features, such as landscaping features and bioretention basins that would satisfy the City's Municipal Code Chapter 9.21 (Stormwater Management). While these pollutants have the potential to degrade water quality, the quality of runoff from the project site would be subject to Section 401 of the CWA under the NPDES. The Los Angeles Regional Water

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Quality Control Board (LARWQCB) issues NPDES permits to regulate waste discharged to "waters of the nation," which includes reservoirs, lakes, and their tributary waters. Waste discharges include discharges of stormwater and construction surface water runoff from a project. As previously stated, the City requires project applicants to submit and then implement a USWMP to demonstrate that peak stormwater runoff rates from the project site would not exceed pre-project condition levels. Prior to issuance of any grading or building permits, the City must approve the USWMP and the SWPPP. Potential water quality impacts of the project would be less than significant following the preparation of the USWMP and implementation of the BMPs. Therefore, impacts related to water quality and stormwater discharge 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?			X	
The City is located in the Raymond Groundwater Basin. Natural recharge in the Raymond Groundwater Basin is mainly from direct percolation of precipitation and percolation of ephemeral streamflow from the San Gabriel Mountains. The principal streams that recharge the Raymond Groundwater Basin are the Arroyo Seco, Eaton Creek, and Santa Anita Creek. The 1.29-acre project site is currently developed with two structures utilized for religious assembly use, associated surface parking and landscape areas. The project site primarily consists of impervious surfaces with some landscaping characterized by grass, trees, shrubs, and other ornamental plants. As stated in the Addendum Report to the Onsite Hydrology & Preliminary LID Report (Hydrology Addendum Report), provided in Attachment 6 of this Mitigated Negative Declaration, 80 percent of the project site under existing conditions is impervious.[36] As such, the project site does not currently provide a substantial opportunity for recharge of groundwater. Furthermore, the project does not propose to use groundwater or to develop long-term groundwater production wells, which would lead to decreased groundwater supplies. Given the temporary nature of construction activities, while some dewatering could be necessary during construction activities, such dewatering activities would not be of an extent that would substantially alter groundwater supplies due to the depth of excavation needed to develop subterranean parking and the lower groundwater levels, and the treatment and disposal of the dewatered water would occur in accordance with the requirements of LARWQCB's Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.				

[36] Southland Civil Engineering & Survey, LLP, Addendum Report to the Onsite Hydrology & Preliminary LID Report (Hydrology Addendum Report), February 8, 2021, Attachment 1. Provided in Attachment 6 of this Mitigated Negative Declaration.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
The project site and surrounding area is not a significant source of groundwater for public water supplies. Though stormwater does percolate into the ground under existing conditions, the proposed changes would not be of a magnitude to result in demonstrable reduction in groundwater recharge. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) Result in substantial erosion or siltation on- or off-site;			X	
Implementation of the proposed project would not result in a substantial change in the amount of pervious and impervious surfaces across the project site.[37] The proposed project would implement an on-site infiltration Drywell System and a pre-treatment catch basin that would retain stormwater runoff on-site in compliance with LID regulations.[38] Furthermore, the proposed project would be required to demonstrate that peak stormwater runoff rates from the project site would not exceed pre-project condition levels. Upon buildout of the project, the flowrate would be reduced as compared to existing conditions by 0.03 cubic feet per second, or 0.02 acre-feet per year of water.[39] As the project site would be entirely developed, paved, or landscaped, the potential for erosion or siltation would be minimal. Impacts would be less than significant.				
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
As discussed in Threshold b of this Section above, the 1.29-acre project site is currently developed with impervious surfaces with some landscaping characterized by grass, trees, shrubs, and other ornamental plants. The Hydrology Report Addendum identified the project site as being 80 percent impervious with drainage patterns that flow from the northwest to the southeast corners of the project site. Upon buildout of the project, the flowrate would be reduced as compared to existing conditions by 0.03 cubic feet per second, or 0.02 acre-feet per year of water.[40] Additionally, upon buildout, the flow and volume would not substantially alter existing				

[37] Alliance Land Planning & Engineering, Inc., Onsite Hydrology Report, May 2017. Provided in Attachment 7 of Southland Civil Engineering & Survey, LLP, Addendum Report to the Onsite Hydrology & Preliminary LID Report (Hydrology Addendum Report), February 8, 2021, which is provided in Attachment 6 of this Mitigated Negative Declaration.

[38] Southland Civil Engineering & Survey, LLP, Hydrology Addendum Report, page 4.

[39] Southland Civil Engineering & Survey, LLP, Hydrology Addendum Report, page 3.

[40] Southland Civil Engineering & Survey, LLP, Hydrology Addendum Report, page 3.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
conditions, and the existing drainage patterns will continue to run from the northeast to the southwest corner of the project site.[41] Impacts would be 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; or			X	
As previously discussed, upon project buildout, the flowrate would be reduced as compared to existing conditions by 0.03 cubic feet per second, or 0.02 acre-feet per year of water.[42] The proposed project would not result in an increase in site runoff or any changes in the local drainage patterns. Runoff from the project site currently is, and would continue to be, collected on the site and directed toward existing storm drains in the project vicinity that have adequate capacity. Pursuant to City and County of Los Angeles Public Works Department policy, stormwater retention would be required in order to comply with LID and USWMP implementation. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Additionally, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID regulations. As the proposed project would be required to demonstrate compliance with LID/USWMP standards and that peak stormwater runoff rates from the project site would not exceed pre-project condition levels, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.				
(iv) Impede or redirect flood flows?				X
The proposed project is located in an area classified by the Federal Emergency Management Agency (FEMA) as Zone X or Area of Minimal Flood Hazard.[43] Zone X is defined as an area outside the 0.2 percent annual chance floodplain. Additionally, the City's General Plan Safety Element states that no 100-year or 500-year floodplains have been identified in the City.[44] The project site is located in an urbanized area and, as discussed in Threshold c.iii of this Section above, no changes to the local drainage pattern would occur with implementation of the proposed project. Therefore, the proposed project would not impede or redirect flood flows as the project is located in an existing urbanized area and not within a 100-year flood hazard area. Impacts would be less than significant.				
d) In flood hazard, tsunami, or seiche zones, risk of pollutants due to project inundation ?				X

[41] Alliance Land Planning & Engineering, Inc., Onsite Hydrology Report, page 2.

[42] Southland Civil Engineering & Survey, LLP, Hydrology Addendum Report, page 3.

[43] Federal Emergency Management Agency, Flood Map Service Center, 600 Foothill Boulevard, La Cañada Flintridge, https://msc.fema.gov/portal/search#searchresultsanchor. Accessed February 21, 2021.

[44] City of La Cañada Flintridge, General Plan, Safety Element, page 5-5.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
A seiche is temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure. As the project site is not located adjacent to such a body of water, there will be no impact. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide or volcanic eruption. The project site is located approximately 22 miles northeast of the Pacific Ocean. Furthermore, a review of the Los Angeles County Flood and Inundation Hazard Map[45] shows that the project site is not within the mapped inundation zone; therefore, there will be no impact.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	
The project site is located within the Raymond Groundwater Basin. As discussed in Threshold b of this Section above, the proposed project site and surrounding area is not a significant source of groundwater and the proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge. Additionally, the project's proposed uses would not introduce substantial sources of polluted water that a use such as an industrial use would generate. The proposed project BMPs would also address any potential polluted runoff generated by the project. With implementation of the treatment systems, polluted runoff would be minimized under the project site and would provide an improvement in the surface water quality runoff compared to existing conditions. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.				

11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?			X	
The project site is currently developed with two structures utilized for institutional purposes, surface parking and ornamental landscape areas. The project site is located within the DVSP and is designated Institutional. Implementation of the proposed project will include demolition of existing structures and the construction of a mixed-use project with 47 units of senior housing units, 12 non-serviced hotel units, 7,600 sf of office uses, and one level of underground parking. All development would occur on the 1.29-acre site and would not divide an established community. The General Plan Amendment would amend the City's Land Use Element to include a new DVSP MU3 land use district. The uses proposed for the project site would be permitted within areas designated for mixed use, similar to Mixed Use 1 and Mixed Use 2 land use districts within the DVSP with approval of a Conditional Use Permit. Therefore, the improvements proposed by the project would be consistent with the uses allowed within the DVSP's land use districts. Additionally, the project would				

[45] Los Angeles County, Department of Public Works, Flood Zone Determination Website, https://pw.lacounty.gov/floodzone/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
replace a surface parking lot with various open space areas that would improve the street frontage and pedestrian connectivity along a well-traveled Foothill Boulevard. Impacts would be less than significant.				
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			x	

The project is located within the DVSP and is currently designated Institutional. The Institutional land use district permits religious assembly, residential care homes and facilities, schools, and other public facilities subject to the approval of a Conditional Use Permit. The project site is located on the south side of Foothill Boulevard, a major transit corridor that is primarily developed with commercial, institutional and residential uses. As previously stated, the project applicant is requesting a General Plan Amendment amend the City's Land Use Element to include the new DVSP MU3 land use district, a Zone Change to amend the DVSP land use district from Institutional to MU3, a Conditional Use Permit for the hotel uses, and a tree removal permit. A consistency analysis of these requested approvals with the City's General Plan, Downtown Village Specific Plan, and Zoning Code regulations is provided below.

The requested General Plan Amendment would include within the Land Use Element, specifically Table LUE-2 and Section 2.3.3.6, the MU3 land use district within the DVSP, which would allow for the construction of the senior housing units, non-service hotel, and office as proposed. The General Plan Amendment would amend the City's Land Use Element to include a DVSP MU3 land use district and include applicable Floor Area Ratio for non-residential uses and density for residential uses. The Zone Change effectuates the change of DVSP land use district from Institutional to MU3, which would be a new land use district within the DVSP.

Pursuant to DVSP Section 6.1, land use districts in the DVSP are intended to support the DVSP goal of becoming the "heart" of the community as the logical place for people to gather, shop and do business, through elements of design and appropriate mixed use development. The Mixed Use 1 land use district provide opportunities for mixtures of retail, office, and residential uses in the same building where as Mixed Use 2 land district and provide opportunities for mixtures of retail, office and residential uses in the same building, on the same parcel of land, or side by side within the same area. The proposed land use change to MU3 would be a new land use district allowing for a mix of residential and non-residential uses, similar to Mixed Use 1 and Mixed Use 2, including residential multi-family for senior citizens, hotel and office space. The MU3 zone would be established to provide opportunities for mixtures of commercial and specialized residential uses in the same building or on the same parcel of land.

The new MU3 designation would adopt many of the same development standards already codified under the current Zoning Code. MU3 would establish a base density standard of 30 dwelling units/acre, consistent with the density allowed under the General Plan land use designations of Multifamily and Mixed Use, as well as the R-3 and Mixed Use zones located outside of the DVSP. The proposed project would meet the eligibility requirements of City's Municipal Code Section

11.19.020(B) (Eligibility), as the senior housing development would be 100 percent age-restricted to seniors aged 55 years and over. Due to 100 percent of the proposed units qualifying as senior units, the project would be allowed a density bonus of 20 percent per the City's Municipal Code Section 11.19.030(A)(3) (Allowed density bonus) in accordance with the State Density Bonus Law. The new MU3 designation is also consistent with the adopted 2014 Housing Element which discussed an increase to accommodate SCAG's 5th Cycle Regional Housing Needs Assessment housing numbers.

The proposed project is consistent with General Plan Housing Element Policy 1.2 "Facilitate mixed use and senior housing development within the Downtown Village Specific Plan area and other mixed use areas to expand housing opportunities for all income groups"; Policy 3.1 "Encourage the private sector to produce housing with particular emphasis on underserved segments of the community and households with special needs, including affordable and market-rate housing for seniors"; and Land Use Element Policy 2.1.4 "Support the mixed-use village character of the Downtown District (from La Cañada Boulevard to the I-210 Freeway overpass at Crown Avenue) through continued implementation of the DVSP". Additionally, the Design Commission will review the proposed project applications and will undergo the final design review after a decision is made by the Planning Commission and City Council on the CUP and General Plan Amendment Density Bonus and Zone Change requests; therefore, the project is consistent with Land Use Element Policy 2.3.1 "Continue to implement the City's design review process for public and private buildings within the commercial zones and DVSP on Foothill Boulevard" and Land Use Element Policy 5.1.3 "Review all plans for development for compatibility with surrounding developments and established design guidelines, in accordance with the City's Design Review process and the DVSP."

The project site contains existing landscaping, including grass, trees, shrubs, and other ornamental plants located on-site and in the public right-of-way. As discussed in Threshold b under Section 4, *Biological Resources,* the project would require a Tree Removal Permit to remove the protected trees.

The proposed project would not be in substantial conflict with the adopted General Plan and Specific Plan for the project site. Upon approval of the applicant-requested General Plan Amendment and Zone Change, the project would be consistent and conditionally permitted within the mixed use land use designations of the DVSP. The project would also be consistent with policies outlined within both the Land Use and Housing Elements of the City's General Plan. The project site has been utilized for institutional use since 1949, and while the project would change the land use to allow for mixed uses and increase the density of use of the site, the new land uses under the project would be generally anticipated within the DVSP. Therefore, the proposed project, including the requested entitlements, would be consistent with the existing General Plan, DVSP, and Zoning Code. Impacts would be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the proposal:				
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?				X
As determined by the California Department of Conservation, the project site is not located within an area with active or known mining operations or mineral resource recovery sites.[46] Therefore, the proposed project would have no impact resulting from the loss of a locally important mineral resource recovery site.				
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?				X
As discussed in Threshold a of this Section, the project site is not located within an area with active or known mining operations or mineral resource recovery sites. Therefore, the proposed project would have no impact resulting from the loss of a locally important mineral resource recovery site.				

13. NOISE. 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 local general plan or noise ordinance, or applicable standards of other agencies?		X		
The vicinity of the project site includes single-family residential uses, the La Cañada Presbyterian Church, a community center, various commercial uses, and a school/daycare. The project site is bounded on the north by Foothill Boulevard. The project site is bounded on the west by the La Cañada Presbyterian Church and on the east by Woodleigh Lane. Woodleigh Lane is identified as residential collector within Figure CE-1 of the Circulation Element of the City's General Plan, connecting residential areas to Foothill Boulevard, a primary arterial street. Traffic noise is the primary contributor to ambient noise, although there may be other periodic contributors to noise such as lawnmowers, barking dogs, and other existing noise sources common to residential areas. The City's Municipal Code establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purpose of securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. The City's Municipal Code Section 5.02.110 (temporary construction activities) prohibits construction between the hours of 6:00 PM and 7:00 AM				

[46] California Department of Conservation, State Mining and Geology Board, Updated Designation of Regionally Significant Aggregate Resources in the San Gabriel Valley Production-Consumption Region, Los Angeles County, April 2014, https://www.conservation.ca.gov/smgb/reports/Documents/Designation_Reports/SMARA_DesignationReport-12.pdf. Accessed February 21, 2021.

Monday through Friday, between the hours of 5:00 PM and 9:00 AM on Saturday, and at any time on Sunday or a holiday (i.e., construction is allowed Monday through Friday between 7:00 AM to 6:00 PM; and Saturdays between 9:00 AM to 5:00 PM). In addition, Section 5.02.110 sets a maximum noise level for construction equipment of 75 one-hour average decibel (dBA) levels for an eight-hour weekday period for R-1 zoned (single-family residential) uses, 80 dBA for R-3 zoned (Mixed-Use) uses, and 85 dBA for public/semi-public, open space, and commercial uses when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received. These allowable dBA levels are reduced on Saturdays.

For operations and as shown in **Table 9**, *One-Hour Average Noise Level Standards by Land Use*, the City's Municipal Code Section 5.02.100 (Alternative use of maximum noise limits by dBA levels) establishes one-hour average noise level limits for different land uses for both daytime (7:00 AM to 7:00 PM) and nighttime hours (7:00 PM to 7:00 AM).

TABLE 9
ONE-HOUR AVERAGE NOISE LEVEL STANDARDS BY LAND USE

Zoning District	One Hour Average Noise Level in dBA Between 7:00 AM and 7:00 PM Measured at Property Line or District Boundary	One Hour Average Noise Level in dBA Between 7:00 PM and 7:00 AM Measured at Any Boundary of a Residential Zone
Single-Family Residential (R-1)	60	50
Multifamily Residential (R-3 & RPD)	65	55
Commercial (CPD & FCD)	70	60
Mixed Use	75	65
Public/Semi Public and Open Space	65	55

SOURCE: City Municipal Code Section 5.02.100

Existing Ambient Noise Levels

To establish baseline noise conditions representing the nearby noise sensitive land uses in the vicinity of the project site, existing ambient noise levels measurements were conducted on February 9, 2021 at five locations near the project site (see Figure 4 – Noise Measurement Locations). The five locations, labeled as R1 through R5, are described as follows:

- R1 – single-family residential uses along Oakwood Avenue, approximately 415 feet northwest of the project site;
- R2 - single-family residential uses approximately 225 feet southwest of the project site;
- R3 – Presbyterian church on the western project site boundary, approximately 25 feet from the project site;
- R4 – single-family residential uses approximately 250 feet south of the project site;
- R5 – educational/daycare uses approximately 380 feet northeast of the project site

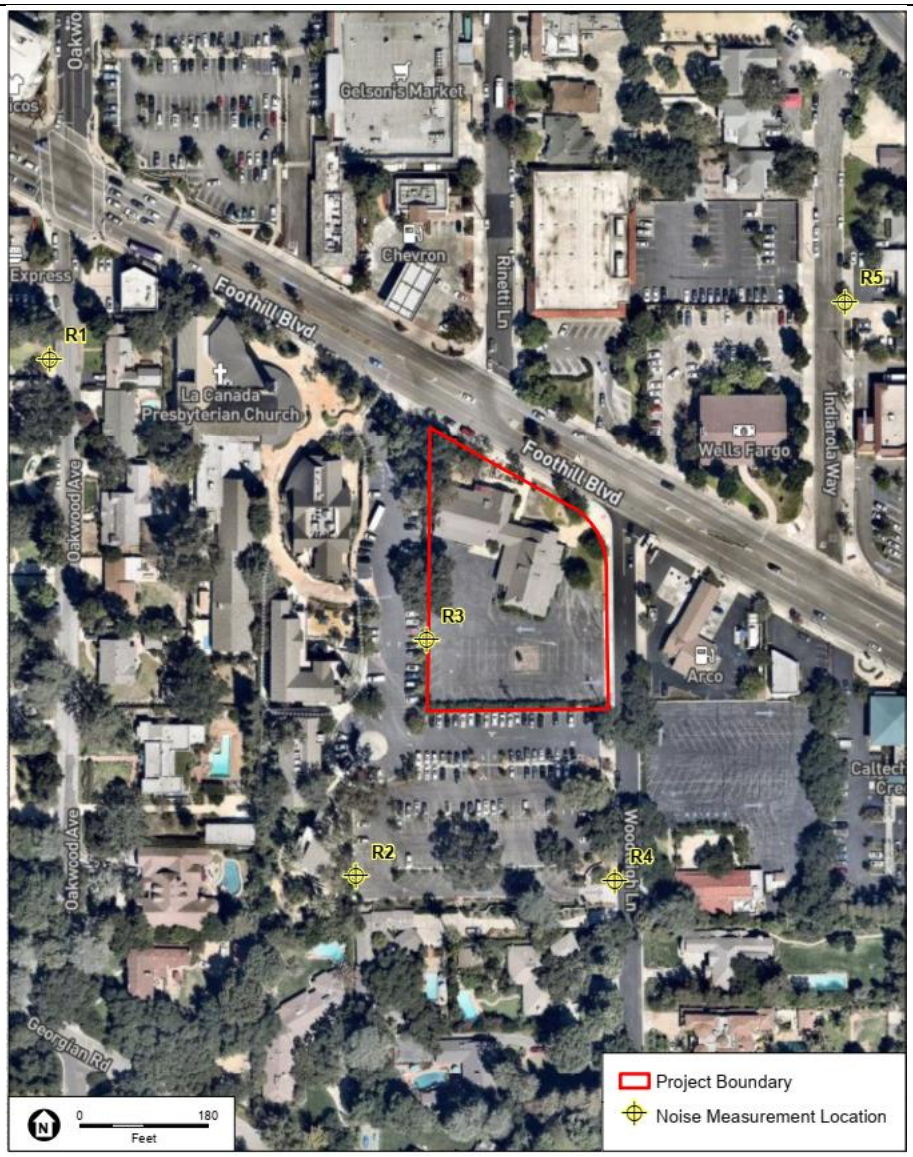


Figure 4 – Noise Measurement Locations

Short-term (15-minute) noise measurements were conducted at each of the measurement locations to characterize the existing noise environment at the project site. Measured noise levels at the project site represent typical noise levels expected in a suburban, mostly residential, environment. The predominant existing noise source observed was vehicle traffic noise from the roadways surrounding the project site. Secondary noise sources observed included general residential-related activities, such as landscaping and refuse service activities, and intermittent aircraft flyovers. **Table 10**, *Summary of Short-Term Ambient Noise Measurements,* lists the measured ambient noise levels at the project site.

TABLE 10
SUMMARY OF SHORT-TERM AMBIENT NOISE MEASUREMENTS

Measurement Locations Date (Time of Day)	Noise Level (dBA L_{eq}) [a]
R1	
2/9/2021 (9:54 AM – 10:09 AM)	55.0
R2	
2/9/21 (9:36 AM – 9:51 AM)	53.0
R3	
2/9/21 (9:01 AM - 9:16 AM)	50.7
R4	
2/9/21 (9:18 AM – 9:33 AM)	59.1
R5	
2/9/21 (8:40 AM - 8:55 AM)	58.9

[a] Detailed measured noise data is included in Attachment 8 of this Mitigated Negative Declaration. The ambient noise measurements were conducted using Larson Davis's model 820 Precision Integrated Sound Level Meter (SLM), which is a Type 1 standard instrument, as defined in the American National Standard Institute S1.4. The SLM was within its annual factory calibration, field calibrated prior to conducting measurements, and operated according to the applicable manufacturer specification. The microphone of the SLM was placed at a height of five feet above the local grade, representing an average height of the human ear.

SOURCE: ESA, 2021.

Construction Impacts

Construction of the project is anticipated to occur over 15 months. Construction activities would consist of demolition, site preparation and clearing, grading/excavation, drainage/utilities/trenching, foundations/concrete pour, building construction, architectural coating, and landscaping.

Project construction would generate noise from the daytime operation of construction equipment on the project site and from haul truck trips on local roadways accessing and departing the project site. Project construction would use standard construction equipment over a 15-month period, where construction activities would vary from day-to-day. In addition, as no high-rise buildings are proposed, there would be no pile driving activities. The construction activities associated with the grading would have the greatest potential to generate noise during construction; however, these activities would be conducted using standard construction equipment and would not occur continuously over the 15-month construction period. The following construction phases and equipment listed in **Table 11**, *Construction Equipment,* are assumed for the proposed project.

TABLE 11
CONSTRUCTION EQUIPMENT

Construction Phase	Equipment Type	Number of Equipment	Hours of Operation per Day
Demolition	Concrete/Industrial Saw	1	8
	Rubber Tired Dozer	1	8
	Tractor/Loader/Backhoe	3	8
Site Preparation	Grader	1	8
	Rubber Tired Dozer	1	7
	Tractor/Loader/Backhoe	1	8
Grading	Bore/Drill Rig	1	8
	Excavator	1	8
	Grader	1	8
	Rubber Tired Dozer	1	8
	Sweeper/Scrubber	1	4
	Tractor/Loader/Backhoe	1	8
Trenching/Utilities/Sub-Grade	Tractor/Loader/Backhoe	1	8
	Trencher	1	8
Foundation/Concrete Pour	Crane	2	4
	Pump	2	8
Building Construction	Crane	1	4
	Forklift	1	8
	Generator Set	1	8
	Tractors/Loaders/Backhoes	1	8
	Welder	3	8
Architectural Coating	Air Compressors	1	6
Landscaping	Forklift	1	8
	Sweeper/Scrubber	1	4

SOURCE: The duration of construction activity and associated construction equipment was estimated based on consultation with the project applicant.

According to the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM), which is based on a survey of heavy-duty construction equipment used for large scale projects, reference construction equipment noise levels for equipment such as an excavator, dump truck, forklift, and tractor/loader/backhoe range from an average of 69 to 77 dBA L_{eq} at a distance of 50 feet from the equipment, taking into account equipment usage factors. Since this project is not a high-rise building and would use standard construction equipment, actual equipment noise levels would be less than the values listed below.

Individual pieces of construction equipment that would be used for construction of the project produce maximum noise levels of 74 dBA to 85 dBA at a reference distance of 50 feet from the noise source, as shown in **Table 12**, *Construction Equipment Noise Reference Levels and Usage Factors*. The construction equipment noise levels at 50 feet distance (Referenced Maximum Noise Levels) are based on the FHWA RCNM User's Guide,[47] which is a technical report containing actual measured noise data for construction equipment. Table 12 also presents the percentage of time that each piece of construction equipment would be operating at full power (the "acoustical usage factor") for a one-hour period, as well as the resulting noise levels at 50 feet from an active construction area. While limited amounts of noise might be perceivable at the residences that are directly adjacent to the site during certain construction activities, those construction activities would occur on an intermittent

[47] FHWA, Roadway Construction Noise Model User's Guide, 2006.

basis throughout the day depending on the type of construction activity and distance from the site boundary.

TABLE 12
CONSTRUCTION EQUIPMENT NOISE REFERENCE LEVELS AND USAGE FACTORS

Type of Equipment	Acoustical Usage Factor[a] (%)	Reference Maximum Noise Levels at 50 Feet,[a,b] L_{max} (dBA)
Air Compressors	40	78
Bore/Drill Rig	20	84
Concrete/Industrial Saw	40	79
Crane	16	81
Excavator	41	81
Forklift	10	75
Generator Set	50	81
Grader	40	85
Pump	50	81
Rubber Tired Dozer	40	82
Sweeper/Scrubber	10	82
Tractor/Loader/Backhoe	25	80
Trencher	50	85
Welder	40	74

[a] The usage factor is the percentage of time during a construction noise operation that a piece of construction is operating at full power.

[b] Construction equipment noise levels are based on the FHWA RCNM.

SOURCE: FHWA, Roadway Construction Noise Model User's Guide, 2006, Table 1.

On-Site Construction Noise

Off-site sensitive land uses include residential, religious, and educational uses located to the northeast, west, south, and southeast of the project site. Noise impacts from project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to off-site noise-sensitive receptors.

The noise from construction equipment would generate both steady-state and episodic noise that could be heard within and adjacent to the project site. Construction noise levels fluctuate throughout a given workday as construction equipment moves from one location to another within a project site. When construction equipment would be in use further away from a sensitive receptor location, construction noise levels would be lower than the calculated values provided in this analysis, which assumes construction equipment would be in use nearest to a sensitive receptor location. It is

assumed that exposure to fluctuating construction noise levels would be lower than the noise levels shown in the analysis below.

Individual pieces of construction equipment that would be used for construction of the project would produce maximum noise levels of 74 dBA to 85 dBA L_{max}, at a reference distance of 50 feet from the noise source, as shown in Table 12. These maximum noise levels would occur when equipment is operating under full power conditions (i.e., the equipment engine at maximum speed).

Table 13, *Estimated Construction Noise Levels at Noise Sensitive Uses,* provides the aggregate noise level from each piece of equipment for each phase of construction. The highest construction noise levels would be generated when multiple pieces of construction equipment are being operated concurrently. The residences surrounding the Project Site would be temporarily exposed to increased exterior noise levels during project construction, which would occur during the daytime.

The Project construction noise levels were estimated for a worst-case noise scenario in which all construction equipment was assumed to be operating simultaneously and located at the construction area nearest to the affected residential receptors to present a conservative noise impact analysis. The estimated noise levels at the off-site sensitive receptors were calculated using FHWA's RCNM based on the worst-case concurrent operation of several pieces of equipment (e.g., tractor/loader/backhoe, dozer, excavator, graders, etc.) during a phase of construction (e.g., grading/excavation). Typically, on a daily basis, Project construction would use less equipment concurrently, and as such, would actually generate lower noise levels than this worst-case conservative estimate. Table 13 identifies the estimated combined hourly average construction noise levels that would occur at the nearest off-site sensitive residential receptors during a peak day of construction activity at the project site.

TABLE 13
ESTIMATED CONSTRUCTION NOISE LEVELS AT NOISE SENSITIVE USES

Off-site Sensitive Land Uses	Receptor Land Use Type	Closest Distance to Receptor (ft)[a]	Estimated Combined Hourly Average Construction Noise Levels (dBA L_{max})	Significance Threshold	Exceeds Threshold?
R1	R-1: Single-Family Residential	415	57	75	No
R2	R-1: Single-Family Residential	225	71	75	No
R3	CPD: Church	25	89	85	Yes
R4	R-1: Single-Family Residential	250	70	75	No
R5	R-3: Mixed-use	380	68	80	No

[a] The distance represents the nearest construction area on the Project Site to the property line of the off-site receptor.
SOURCE: ESA, 2021.

As shown in Table 13, noise levels would range from 57 dBA at R1 to 89 dBA at R3. Receptors R1, R2, R4, and R5 would not exceed the established thresholds based on their zoning designation as described in the City's Municipal Code Section 5.02.110, and construction noise impacts at these receptors would be less than significant. R3, which represents the adjacent Presbyterian church, would exceed the established threshold due to its close proximity to the Project Site, impacts at R3 would be potentially significant. Implementation of Mitigation Measure NOI-1 would reduce potentially significant impacts to a less-than-significant level.

> **NOI-1 (Construction Noise Reduction):** A temporary free-standing noise barrier that blocks the line-of-sight between the noise source and the receiver would provide a minimum of 5 dBA in noise reduction. Since some construction equipment would have noise sources such as engine or exhaust that is above ground level, a minimum of eight feet in height for the noise barrier would be required to block the line-of-sight along the western and southern boundaries of the Project site from the receptor R3 (church). The noise barrier with a height sufficient to block the direct line-of-sight between the receptors and the construction equipment would reduce the noise exposure at the off-site receptor by 5 dBA from 89 dBA to 84 dBA, which would be lower than the City's 85 dBA threshold for community planned development (CPD)-zoned uses, resulting in a less than significant impact.

Off-Site Construction Noise

Construction truck trips would occur throughout the construction period and would be associated with hauling material and excavated soil from the project site and delivering building materials, supplies, and concrete to the project site. For purposes of this off-site construction noise analysis, the grading/excavation stage was analyzed, which represents the worst-case day with the most construction traffic. An estimated maximum of approximately ten worker vehicle round trips and approximately 91 haul truck trips, and three concrete and vendor truck round trips would occur per day. For purposes of this analysis, workers are all expected to arrive during the peak hour peak hour and haul and vendor truck trips are assumed to be spread evenly over an eight-hour work day resulting in ten peak hour worker trips 23 peak hour haul truck trips, and one peak hour vendor truck inbound trips during the AM peak hour and outbound trips during the PM peak hour.

Project haul trucks (e.g., trucks hauling dirt) would likely enter and exit the site along Foothill Boulevard and then head either west or east to State Route 210 (SR 210). Because concrete trucks and worker vehicles would come from a variety of locations and it would be speculative to assume which roadways would be traveled by concrete trucks and worker vehicles, noise associated with all peak hour worker and concrete truck trips have been assumed for all segments that are considered for the operational traffic analysis. This analysis represents worst-case construction traffic conditions and the studied segments encompass the possible haul routes for the haul trucks.

As shown in **Table 14**, *Estimate of Off-Site Construction Traffic Noise Levels*, the Project's construction trips would increase existing traffic noise levels by a maximum of 0.9 dBA L_{eq} along Foothill Boulevard between Oakwood Avenue and Rinetti Lane, Foothill Boulevard between Woodleigh Lane and Gould Avenue, and Foothill Boulevard west of Oakwood Avenue. Uses along these segments include commercial, religious, and educational uses. This range of traffic noise level

increases (less than 1 dBA) is small and not perceptible by the human ear in an outdoor environment over time. Therefore, project-related traffic noise from construction would result in less than significant impacts to the ambient noise levels in the project area.

TABLE 14
ESTIMATE OF OFF-SITE CONSTRUCTION TRAFFIC NOISE LEVELS

Roadway Segment	Existing CNEL (dBA)	Existing with Construction CNEL (dBA)	Increase over Existing Baseline CNEL (dBA)
Foothill Boulevard between Oakwood Avenue and Rinetti Lane	67.5	68.4	0.9
Foothill Boulevard between Rinetti Lane and Woodleigh Lane	67.9	68.7	0.8
Foothill Boulevard between Woodleigh Lane and Gould Avenue	67.8	68.6	0.9
Foothill Boulevard e/o Gould Avenue	68.7	69.4	0.7
Foothill Boulevard w/o Oakwood Avenue	67.5	68.4	0.9
Gould Avenue n/o Foothill Boulevard	67.1	67.1	0.0
Gould Avenue s/o Foothill Boulevard	58.0	58.3	0.3
Oakwood Avenue n/o Foothill Boulevard	64.3	64.4	0.1
Oakwood Avenue s/o Foothill Boulevard	57.0	57.4	0.5
Rinetti Lane n/o Foothill Boulevard	61.8	62.0	0.2
Woodleigh Lane s/o Foothill Boulevard	60.3	60.6	0.3

SOURCE: ESA, 2021.

Operational Impacts

Once constructed, operation of the project's land uses would generate noise from four main sources: the operation of mechanical equipment on the exterior of the project's building, the parking garage, the various outdoor spaces, and project-generated traffic on select surrounding streets. These are each addressed in the following analysis.

Mechanical Equipment

Operation of the proposed project would generate noise from building mechanical equipment, such as HVAC units that would be installed on the exterior of the buildings. Mechanical equipment is typically located on building rooftops or within buildings, and shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all project mechanical equipment would be designed with appropriate noise control devices, such as sound attenuators, acoustic louvers, or sound screens/parapet walls to comply with noise limitation requirements provided in Table 12, above. The project would install mechanical equipment that would generate noise levels below this threshold consistent with applicable regulatory requirements. Therefore, on-site operational noise during Project operation from mechanical equipment would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, and impacts would be less than significant.

Parking Garage

The project's parking garage would be completely subterranean with cars entering on Woodleigh Lane. Noise from the parking garage would be self-contained due to its below-grade design and would not result in any significant noise impact. Further, any noise from cars entering the parking garage is included and analyzed as part of the traffic noise analysis, below.

Outdoor Spaces

Outdoor spaces include the Project's courtyard, entry plaza, pool deck, bocce ball court, and dog patio. Noise levels for each space, excluding the dog patio, were analyzed by calculating a conservative maximum occupancy for each space based on a capacity of 15 square feet per occupant. Half of all occupants were assumed to be speaking at any given time. In areas where amplified music is expected, it is assumed that set noise levels of speakers would comply with the City's Municipal Code Chapter 5.02 (Regulation of Community Noise) and not exceed noise levels presented in Table 9, above. **Table 15**, *Summary of Outdoor Space Noise Levels,* summarizes the expected noise levels at the closest sensitive receptors to each outdoor space use. All other sensitive receptors would be further away, fully or partially shielded from noise by intervening structures, and would experience lower noise levels than presented below.

TABLE 15
SUMMARY OF OUTDOOR SPACE NOISE LEVELS

Outdoor Space	Distance to Receptor	Noise Level at Receptor to West	Existing Ambient Noise Level at Receptor	Combined Noise Level[a]	Threshold	Exceeds Threshold?
Courtyard	150	47.1	50.7	52.3	70.0	No
Entry Plaza[b]	200	66.9	50.7	66.1	70.0	No
Pool Deck[b]	33	69.8	50.7	69.9	70.0	No
Bocce Ball Court	25	52.0	50.7	54.4	70.0	No
Outdoor Space	**Distance to Receptor**	**Noise Level at Receptor to the South**	**Existing Ambient Noise Level at Receptor**	**Combined Noise Level**	**Threshold**	**Exceeds Threshold?**
Courtyard	350	39.7	53.0	53.2	60.0	No
Entry Plaza	465	58.6	53.0	59.7	60.0	No
Pool Deck	471	46.5	53.0	53.9	60.0	No
Bocce Ball Court	350	29.1	53.0	53.0	60.0	No

a Calculations are conservative and do not consider noise reductions from walls or other intervening structures between noise sources and receptors
b Pool deck and entry plaza noise levels include noise from speakers at the maximum allowable volume within LCFMC Section 5.02 requirements

SOURCE: ESA, 2021.

Courtyard

The courtyard is an open space area facing the east towards Woodleigh Lane and would have a maximum occupancy of 463 people, although there are no plans to hold events on this scale. The closest sensitive receptor is the Presbyterian church approximately 150 feet west of the courtyard and the closest residential receptor is approximately 350 feet to the south. The courtyard does not have a direct line-of-sight to either of the receptors and is blocked by the project building, which would act as a noise barrier between the courtyard noise and the receptors. The courtyard noise and measured ambient noise would result in combined noise levels of 52.3 dBA L_{eq} at the church and 53.2 dBA L_{eq} at the residences to the south and would not exceed the noise level thresholds of 70 dBA L_{eq} for CPD zones and 60 dBA L_{eq} for residential zones, respectively. Therefore, impacts from the courtyard noise would be less than significant.

Entry Plaza

The entry plaza is located at the northeastern corner of the project site at Foothill Boulevard and Woodleigh Lane. The entry plaza features landscaping and seating for residents, guests, and employees. The total occupancy of the entry plaza is assumed to be 210 individuals. The closest sensitive receptor is the Presbyterian church approximately 200 feet west of the courtyard and the closest residential receptor is approximately 465 feet to the south. The entry plaza does not have a direct line-of-sight to either of the receptors and is blocked by the project building, which would act as a noise barrier between the entry plaza noise and the receptors. The entry plaza noise and measured ambient noise would result in combined noise levels of 51.2 dBA L_{eq} at the church and 53.1 dBA L_{eq} at the residences to the south and would not exceed the noise level thresholds of 70 dBA L_{eq} for CPD zones and 60 dBA L_{eq} for residential zones, respectively. Further, any amplified music from speakers used in the entry plaza would be subject to the City's Municipal Code Chapter 5.02 and would be kept at volumes equal to or lower than 84 dBA at 25 feet. Therefore, impacts from the entry plaza noise would be less than significant.

Pool Deck

The pool deck is located on the third story at the northern end of the project site facing Foothill Boulevard. The pool deck features a pool, spa, outdoor gym area, seating area, barbecue area, and viewing lounge. The total occupancy of the pool deck is assumed to be 221 individuals, although there are no plans to hold events on this scale. The closest sensitive receptor is the Presbyterian church approximately 33 feet west of the pool deck and the closest residential receptor is approximately 471 feet to the south, when also accounting for elevation difference. The pool deck does not have a direct line-of-sight to either of the receptors and is blocked by the project building, which would act as a noise barrier between the pool deck noise and the receptors. The pool deck noise and measured ambient noise would result in combined noise levels of 57.9 dBA L_{eq} at the church and 53.1 dBA L_{eq} at the residences to the south and would not exceed the noise level thresholds of 70 dBA L_{eq} for CPD zones and 60 dBA L_{eq} for residential zones, respectively. Further, any amplified music from speakers used in the pool deck would be subject to the City's Municipal Code Chapter Section 5.02 and would be kept at volumes equal to or lower than 72 dBA at 25 feet. Therefore, impacts from the pool deck noise would be less than significant.

Bocce Ball Court

The bocce ball court is located on the western edge of the site adjacent to the Presbyterian church's property. The total occupancy of the bocce ball court is assumed to be 40 individuals. The closest sensitive receptor is the Presbyterian church approximately 25 feet west of the bocce ball court and the closest residential receptor is approximately 350 feet to the south. The bocce ball court noise and measured ambient noise would result in combined noise levels of 54.4 dBA L_{eq} at the church and 53.0 dBA L_{eq} at the residences to the south and would not exceed the noise level thresholds of 70 dBA L_{eq} for CPD zones and 60 dBA L_{eq} for residential zones, respectively. Therefore, impacts from the bocce ball court noise would be less than significant.

Dog Patio

Use of the proposed dog patio is expected to occur during daytime hours throughout the week, with varying levels of activity during the day. In order to evaluate the effect of implementing a dog park on ambient noise at the project site, noise measurements from other dog parks were analyzed. According to the City of Beverly Hills Dog Park Project Initial Study-Mitigated Negative Declaration, the recorded noise level at the associated dog park was 51.8 dBA L_{eq} at a distance of 30 feet from the dog park, reflecting instantaneous noise from the barking of dogs averaged over a 15-minute period.[48]

The nearest sensitive receptors to the proposed dog patio are 25 feet to the west, and 480 feet to the south, as shown in **Table 16**, *Summary of Dog Patio Noise Levels*. At these distances, the receptors 25 feet to the west would be 53.4 dBA and the noise levels at the receptor 480 feet to the south would be 27.7 dBA.

Because these noise levels used the worst case scenario for the dog patio users to be at the boundary of the nearest off-site residences with the shortest distances to these off-site receivers, and the dog park users in reality would be spread out, the estimated noise levels are the highest that can be reached intermittently. Further, all other sensitive receptors are located further away from the dog patio and would experience noise levels less than those presented in Table 16, below. Under this worst case scenario, the resulting composite noise levels from the users would not result in a noise level that exceeds the City's 60 dBA L_{eq} threshold for single-family residential uses and the 70 dBA L_{eq} threshold for CPD uses over a one-hour period. Therefore, no significant noise impact would occur from the use of the dog park field.

[48] Rincon, City of Beverly Hills Dog Park Project, Final Initial Study-Mitigated Negative Declaration, November 2015, page 41.

TABLE 16
SUMMARY OF DOG PATIO NOISE LEVELS

Locations	Land Use	Distance to Project Boundary (feet)	Noise Difference due to Distance Attenuation (dBA)[a]	Noise Level (dBA L_{eq})	Noise Level Threshold (dBA L_{eq})	Exceeds Threshold?
Receptors to the West (Presbyterian Church)	Community Planned Development (CPD): Church	25	+1.6	53.4	70	No
Receptors to the South (Single-Family Residential)	Single-Family Residential	480	-25.7	27.7	60	No

a Noise level difference compared to the reference noise level of 51.8 dBA measured at 30 feet from the off-leash dog zone.

SOURCE: ESA, 2021.

On-Road Traffic Noise

Noise levels attributed to existing traffic volumes on local roadways were estimated using a spreadsheet model developed based on the methodologies provided in FHWA Traffic Noise Model (TNM) Technical Manual, and the Caltrans Technical Noise Supplement (TeNS) document.[49]

Traffic volumes were prepared by Gibson Transportation Consulting, Inc., as presented in the project-specific Transportation Study, provided in Attachment 9.1 and 9.2 of this Mitigated Negative Declaration. **Table 17**, *Existing and Existing Plus Project Vehicular Traffic Noise Levels,* presents the calculated existing CNEL levels from the existing traffic volumes and the existing plus project traffic volumes in the vicinity of the project site. Tables 17 shows that project-related traffic would contribute up to 0.4 dBA over the existing baseline to the roadway segments in the project vicinity. **Table 18**, *Near Term (2023) and Near Term Plus Project Vehicular Traffic Noise Levels*, which presents calculated CNEL levels in 2023, shows that project-related traffic would contribute up to 0.4 dBA over the Near Term (2023) baseline to the roadway segments in the project vicinity. **Table 19**, *Cumulative Vehicular Traffic Noise Levels*, which presents the cumulative traffic noise levels (near term plus project noise levels compared to existing baseline levels), shows that project-related traffic would contribute up to 0.5 dBA over the existing baseline on roadway segments in the project vicinity. This range of traffic noise level increases is small and not perceptible by the human ear in an outdoor environment over time. Therefore, project-related traffic noise would result in less than significant impacts to the ambient noise levels in the project area.

TABLE 17
EXISTING AND EXISTING PLUS PROJECT VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Existing CNEL (dBA)	Existing with Project CNEL (dBA)	Increase over Existing Baseline CNEL (dBA)
Foothill Boulevard between Oakwood Avenue and Rinetti Lane	67.5	67.5	0.0
Foothill Boulevard between Rinetti Lane and Woodleigh Lane	67.9	67.9	0.0
Foothill Boulevard between Woodleigh Lane and Gould Avenue	67.8	67.8	0.0
Foothill Boulevard e/o Gould Avenue	68.7	68.7	0.0
Foothill Boulevard w/o Oakwood Avenue	67.5	67.5	0.0
Gould Avenue n/o Foothill Boulevard	67.1	67.1	0.0
Gould Avenue s/o Foothill Boulevard	58.0	58.0	0.0
Oakwood Avenue n/o Foothill Boulevard	64.3	64.3	0.0
Oakwood Avenue s/o Foothill Boulevard	57.0	57.0	0.0
Rinetti Lane n/o Foothill Boulevard	61.8	61.8	0.0
Woodleigh Lane s/o Foothill Boulevard	60.3	60.7	0.4

SOURCE: ESA, 2021.

TABLE 18
NEAR TERM (2023) AND NEAR TERM PLUS PROJECT VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Near Term (2023) CNEL (dBA)	Near Term (2023) with Project CNEL (dBA)	Increase over Near Term (2023) CNEL (dBA)
Foothill Boulevard between Oakwood Avenue and Rinetti Lane	67.6	67.6	0.0
Foothill Boulevard between Rinetti Lane and Woodleigh Lane	68.0	68.0	0.0
Foothill Boulevard between Woodleigh Lane and Gould Avenue	67.9	67.9	0.0
Foothill Boulevard e/o Gould Avenue	68.8	68.8	0.0
Foothill Boulevard w/o Oakwood Avenue	67.7	67.7	0.0
Gould Avenue n/o Foothill Boulevard	67.2	67.2	0.0
Gould Avenue s/o Foothill Boulevard	58.1	58.1	0.0
Oakwood Avenue n/o Foothill Boulevard	64.4	64.4	0.0
Oakwood Avenue s/o Foothill Boulevard	57.1	57.1	0.0
Rinetti Lane n/o Foothill Boulevard	61.9	61.9	0.0
Woodleigh Lane s/o Foothill Boulevard	60.4	60.8	0.4

SOURCE: ESA, 2021.

[49] FHWA, Federal Highway Administration's Traffic Noise Model, Version 1.0 Technical Manual, February 1998, https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/old_versions/tnm_version_10/tech_manual/index.cfm. Accessed February 21, 2021.

TABLE 19
CUMULATIVE VEHICULAR TRAFFIC NOISE LEVELS

Roadway Segment	Existing Baseline CNEL (dBA)	Near Term (2023) with Project CNEL (dBA)	Increase over Existing Baseline CNEL (dBA)
Foothill Boulevard between Oakwood Avenue and Rinetti Lane	67.5	67.6	0.1
Foothill Boulevard between Rinetti Lane and Woodleigh Lane	67.9	68.0	0.1
Foothill Boulevard between Woodleigh Lane and Gould Avenue	67.8	67.9	0.2
Foothill Boulevard e/o Gould Avenue	68.7	68.8	0.1
Foothill Boulevard w/o Oakwood Avenue	67.5	67.7	0.1
Gould Avenue n/o Foothill Boulevard	67.1	67.2	0.1
Gould Avenue s/o Foothill Boulevard	58.0	58.1	0.1
Oakwood Avenue n/o Foothill Boulevard	64.3	64.4	0.1
Oakwood Avenue s/o Foothill Boulevard	57.0	57.1	0.1
Rinetti Lane n/o Foothill Boulevard	61.8	61.9	0.1
Woodleigh Lane s/o Foothill Boulevard	60.3	60.8	0.5

SOURCE: ESA, 2021.

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

Typically, heavy-duty construction equipment used for demolition, earth-moving, and compaction for paving would generate localized vibration levels, which, depending upon distance, could potentially affect structures or annoy people. Similar to noise levels, vibration levels diminish with increasing distance away from the source.[50] Project construction would use standard construction equipment over a 15-month period, where construction activities would vary from day-to-day.

According to the Federal Transit Administration (FTA) and California Department of Transportation (Caltrans), the criteria for environmental impact from groundborne vibration are based on the maximum levels for a single event. **Table 20** lists the potential vibration damage criteria associated with construction activities, as suggested in the Transit Noise and Vibration Impact Assessment.[51]

[50] Federal Transit Administration, Transit Noise and Vibration Assessment Manual, Section 7.2, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed February 21, 2021.

[51] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf. Accessed February 21, 2021.

TABLE 20
CONSTRUCTION VIBRATION DAMAGE CRITERIA

Building Category	PPV (inch/sec)	Approximate L_V[a]
Reinforced-concrete, steel or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

PPV = peak particle velocity; inch/sec = inches per second; L_V = velocity in decibels
SOURCE: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Table 12-3.

FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 inch per second [inch/sec] in root mean square [RMS]) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 inch/sec in RMS). The RMS values for building damage thresholds referenced above are shown in **Table 21**, which is taken from the Transportation and Construction Vibration Guidance Manual.[52]

TABLE 21
GUIDELINE VIBRATION DAMAGE POTENTIAL THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[a]	Continuous/Frequent Intermittent Sources[b]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

inch/sec = inches per second; PPV = peak particle velocity
[a] Transient sources create a single, isolated vibration event, such as blasting or drop balls.
[b] Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.
SOURCE: Caltrans, Transportation and Construction Vibration Guidance Manual, Table 19.

Based on Table 8-3 in the FTA's Transit Noise and Vibration Impact Assessment, interpretation of vibration criteria for detailed analysis is 78 VdB for residential uses during daytime hours.

Due to the use of standard construction equipment, the amount of vibration generated during construction would be minimal and would dissipate as distance from the activity increased. Therefore, while limited amounts vibration might be perceivable at the service station located approximately 65

feet east of the Project site during certain construction activities occurring at the closest boundary of the project site, those construction activities would occur on a short-term basis and would be intermittent throughout the day depending on the distance from the site boundary. Construction equipment tend to move through a construction site area during a construction workday; therefore, construction vibrations would typically not be concentrated at a single location. Vibration generated by the project would not be substantial enough to exceed applicable significance thresholds and would not cause structural damage due to the small construction equipment proposed for project construction. Further all other receptors, including residential receptors are located further away than the service station and would experience even less vibration.

Table 22, *Vibration Source Amplitudes for Construction Equipment,* further shows the PPV values at 25 feet from the construction vibration source, vibration levels in terms of VdB at 25 feet from the construction vibration source, and the estimated PPV and VdB at the closest sensitive receptor located 65 feet east of the project site.

TABLE 22
VIBRATION SOURCE AMPLITUDES FOR CONSTRUCTION EQUIPMENT

	Reference PPV/L_V at 25 ft		Vibration Levels at Closest Sensitive Receptor at 65 ft	
Equipment	**PPV (inch/sec)**	**L_V (VdB)**	**PPV (inch/sec)**	**L_V (VdB)**
Earth Mover	0.011	69	0.003	56.3
Excavator/Roller/Compactor	0.047	81	0.011	69.0
Fork Lift/Cement Mixer	0.047	81	0.011	69.0
Wheel Loader/Tractor/Backhoe	0.076	86	0.018	73.1
Large Bulldozer/Grader	0.089	87	0.021	74.5
Loaded Trucks	0.076	86	0.018	73.1
Small Bulldozer/Paver/Air Compressor	0.003	58	0.001	45.1

ft = feet/foot; inch/sec = inch per second; L_V = velocity in decibels; PPV = peak particle velocity; VdB = vibration velocity decibels

SOURCE: FTA, Transit Noise and Vibration Impact Assessment, Table 12-2.

As can be seen from Table 22, construction equipment expected to be used on the project site would not result in vibration levels exceeding the 0.5 PPV damage threshold from transient sources or the 0.30 PPV damage threshold from continuous/frequent intermittent sources for older residential structures at a distance of 25 feet. Additionally, the vibration levels from construction equipment would not exceed the PPV or VdB thresholds for commercial buildings at the closest sensitive receptor. The off-site residential structures would be more than 200 feet from the project construction area, and, therefore would not result in lower vibration impacts than disclosed above and would exceed the building damages (PPV) or human annoyance (VdB) thresholds.

[52] California Department of Transportation (Caltrans), Transportation and Construction Vibration Guidance Manual, 2013.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Once construction is completed, the project would have no potential to generate vibration during operation as the project would not introduce new sources of vibration to the project site relative to existing conditions. Therefore, impacts related to vibration would be less than significant.				
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?				X
The project site is not within two miles of a public or private airport or airstrip facility. The project site is located approximately ten miles east of Bob Hope (Burbank) Airport. Therefore, no impact would occur with implementation of the project. No other public or private use airstrips are located within the vicinity of the project sits. The proposed project would not expose people to excessive noise levels associated with airport uses. No impacts would occur.				

14. POPULATION AND HOUSING. Would the proposal:				
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)?			X	
A significant impact may occur if the proposed project would locate new development, such as homes or employment generators businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. According to SCAG, the City has a 2020 estimated population of 20,461.[53] According to estimates from SCAG's 2020 RTP/SCS, the City would have a population growth between 2016 and 2045 of 1,100 people.[54] As previously stated under Threshold a in Section 3, *Air Quality,* above, the project would result in an increase of 109 new residents to the project site. Even if all residents accommodated by the proposed project are new to the City, this represents only 9.9 percent of the projected increase in population of 1,100 people between 2016 and 2045 for the City. The increase is not considered a significant increase in population or unplanned population growth. Therefore, impacts would be less than significant.				

53 Southern California of Governments, Pre-Certified Local Housing Data for the City of La Cañada Flintridge, August 2020, https://scag.ca.gov/sites/main/files/file-attachments/lacanadaflintridge_he_0920.pdf?1603170476. Accessed February 21, 2021.
54 SCAG, Connect SoCal, Demographics and Growth Forecast Technical Report, page 34.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X
No residential dwelling units currently exist on the project site; therefore, no existing people or housing would be displaced by development of the proposed project, and the construction of replacement housing elsewhere would not be necessary. No impacts would occur.				

15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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:				
a) Fire protection?			X	
The LACoFD provides fire services to the City, including fire suppression, emergency medical, rescue, and fire prevention services. The LACoFD has the equipment and ability to respond to both urban and wildland management emergency conditions. LACoFD's Battalion 4 has two stations serving the City: LACoFD Station No. 19 located at 1729 Foothill Boulevard and LACoFD Station No. 82 located at 352 Foothill Boulevard. Station 82 is located approximately 0.3 miles southeast of the project site, and Station 19 is located approximately 1.5 miles northwest of the project site.[55] Implementation of the project will be required to comply with all applicable Fire Code requirements, including the placement of on and off-site hydrants, ensuring turning radii accommodate the necessary vehicle dimensions, the provision of on-site fire lanes and building fire sprinklers. Additionally, prior to the issuance of a building permit, the submittal of plans to the LACoFD for review and approval. Based on this, impacts to fire protection are anticipated to be less than significant.				
b) Police protection?			X	
Police protection within the City is provided through a contract with the Los Angeles County Sheriff's Department (LASD). The LASD operates from the Crescenta Valley Station, approximately 2.6-miles west of the project site at 4554 Briggs Avenue.[56] The City reviews this contract on an annual basis and adjusts as determined necessary to maintain adequate levels of police protection. With regard to safety issues during project construction, security fencing would be installed surrounding the project site. With regard to safety issues during operation of the proposed project, the project would include a variety of security features. The project would include security gates for the garage with restricted entry, surveillance cameras, and security lighting. The project's residents and office workers may use an electronic key card to enter the garage. An automated ticketing station will administer time-stamped tickets allowing guests and other users to park. Residential areas would be restricted by electronic key card access. On-site property management would provide additional				

[55] City of La Cañada Flintridge, Public Safety, https://cityoflcf.org/public-safety. Accessed February 21, 2021.

[56] City of La Cañada Flintridge, Crecenta Valley Sheriff's Station, https://lasd.org/crescenta-valley/. Accessed February 21, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
security. Moreover, the proposed subterranean parking level, elevator and stairwells would include appropriate lighting levels for safety and security purposes. Additional security measures would be incorporated as in accordance with all local Ordinances and County requirements enforced per Fire Code. Signage in common areas would be clearly marked and illuminated by light to assist persons with vision difficulties. The incorporation of these design features would reduce the demand for police protection services on the project site, and the project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for 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 police protection. Impacts would be less than significant.				
c) Schools?				X
The project is located within the boundaries of the La Cañada Unified School District. The project consists of senior housing units, non-service hotel, and office uses, none of which would directly generate any students. Although project construction would create construction jobs, these would be of a temporary nature. Construction workers would likely be drawn from the existing work pool and therefore, there would be no new student population associated with project construction. Project impacts related to schools would be addressed through payment of required SB 50 development fees pursuant to Section 65995 of the Government Code, school districts may collect a fee, based on a per-square-foot basis, to assist in the construction of or additions to schools. In accordance with SB 50, the payment of these fees is deemed to constitute full and complete mitigation for impacts to school facilities. Development of the site will be required to pay school impact fees to La Cañada Unified School District prior to the issuance of a building permit. Payment of the school impact fees is the only action required under State law, and impacts would be less than significant.				
d) Parks?			X	
The proposed project would not involve the development or displacement of a park. The demand for park facilities is generally determined by population. The project consists of senior housing units, non-service hotel, and office uses. While the proposed senior housing units are residential in nature, the proposed project will not have a significant impact on the population of the city and will not generate sufficient need for additional park facilities. The proposed senior housing project includes both indoor and outdoor recreational facilities for the residents. The project would include a variety of open space amenities on the project site, including the entry plaza (3,150 sf), which will function as a pocket park complete with pedestrian seating and tables for public use; the roof deck and pool (3,319 sf); bocce ball court (600 sf); dog patio (800 sf); and courtyard (6,974 sf). Additionally, those residents of the senior housing units would be able to recreate at the open space amenities on the project site. Therefore, based upon the proposed uses, the project is not anticipated to result in a significant increase in demand for park facilities. Impacts will be less than significant.				
e) Other public facilities?			X	
A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), that would exceed the				

capacity available to serve the project site. The City is part of the Los Angeles County Public Library System. Residents utilize the La Cañada Flintridge Public Library, located at 4545 N. Oakwood Avenue, which is located approximately 0.2 miles northwest of the project site. While the proposed project does include a residential component, as previously identified within Section 14, *Population and Housing*, the project would not result in a significant increase in population based on either the number of residents of the facility or employment. Therefore, as project development would not generate significant population or employment growth, the proposed project would not require the construction of new or expanded library facilities within the Los Angeles County Public Library System. Impacts would be less than significant.

16. RECREATION.				
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?			X	

The City owns six municipal parks totaling 4.4 acres, including Memorial, Glenola, Glenhaven, Olberz, Mayors' Discovery, and Winery Channel Trailhead parks. Additionally, the City has entered into joint-use agreements with the La Cañada Unified School District for the use of various school district owned recreational facilities.[57]

While the proposed project does include a residential component, as previously identified within Section 14, Population and Housing, the project would not result in a significant increase in population based on either the number of residents or employment. Additionally, as identified within Section 15, Public Services, the proposed project would provide both private and publicly accessible open space amenities. The provision of recreational facilities on-site will reduce potential impacts on existing neighborhood and regional parks and other regional facilities. Therefore, demand for recreational services within the City would not increase significantly and deterioration to recreational facilities would not occur. Impacts would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

As identified within Section 15, *Public Services*, the proposed project would provide both private and publicly accessible open space amenities, the provision of which would reduce demand for park and recreation facilities outside of the project site. These facilities are benefits provided to residents, visitors, and employees of the proposed project, and the impacts associated with the construction

[57] City of La Cañada Flintridge, Recreation & Facilities, https://cityoflcf.org/parks-and-recreation/recreation-facilities. Accessed February 21, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

are being analyzed as part of the proposed project. No off-site recreational facilities are proposed or would be necessary to serve the proposed project. Impacts would be less than significant.

17. TRANSPORTATION. Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			x	

Implementation of the proposed project includes the demolition of the existing two structures utilized by the religious assembly use, the construction of a 77,310 sf, three-story mixed-use structure with 47 senior housing units, 12 non-serviced hotel units, 7,600 sf of office uses, and one level of underground parking. During project construction, a temporary increase in traffic, particularly heavy trucks, and parking would occur in the vicinity of the project site. Additional trips generated by construction vehicles, truck deliveries, and construction employees could affect traffic flow in the study area for all roadway and sidewalk users, including pedestrians and bicyclists. Therefore, the increase in vehicle trips (from trucks and construction workers) generated by the construction of the project could impede access by passenger vehicles, public transit, bicyclists, and pedestrians in the vicinity of the project site, and impacts are potentially significant. Implementation of Mitigation Measure TRA-1 would require the project applicant to develop a Construction Traffic Mitigation Plan to reduce potentially significant impacts during project construction to less-than-significant levels.

TRA-1 (Construction Traffic Mitigation Plan): Prior to issuance of a grading permit and the first building permit for each phase of development, the project applicant shall submit a Construction Traffic Mitigation Plan (CTMP) to the City for review and approval. The CTMP shall outline how construction traffic, parking, and other localized impacts from project construction activities will be minimized. At a minimum, the CTMP shall include the following elements:

- Traffic Controls: Include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Emergency Access: Description of emergency response vehicle access. If the road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included.
- Employee Parking: Ensure that construction period employees can either park on-site or at a designated off-site, off-street location (not in residential streets) within 500 feet of the Project Site to decrease the impact of construction parking on surrounding neighborhoods.
- Pedestrian Safety: If sidewalks are closed during construction, pedestrians would need to be advised of the closure with signage. It may also be necessary for the applicant to provide a protected walkway, approved by the City.

General Plan

The City's General Plan Circulation Element includes goals, objectives, and policies to guide future circulation and transportation-related decision making.[58] The following goals, objectives, and policies are applicable to the project:

- Goal 1: Maintain a safe, multi-modal, efficient, economical, and aesthetically pleasing circulation system providing for the circulation of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.
    - Policy 1.1.3: Develop a "Complete Streets" Plan in the City, which is designed and operated to enable safe and convenient access for all users of all ages and abilities, including pedestrians, bicyclists, motorists, transit riders, and equestrians.
  - Objective 1.2: Establish and periodically evaluate a Level of Service (LOS) impact standard by which to evaluate new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns.
  - Objective 1.3: Enhance community character by maintaining aesthetically-pleasing streets with low traffic volumes.
    - Policy 1.3.3: Encourage developments that contribute to balanced land uses and that serve to reduce overall trip lengths (e.g., jobs and housing balance, locating retail in closer proximity to residents and patrons).
    - Policy 1.3.4: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.
- Goal 2: Facilitate alternatives to automobile travel, including public transportation, bicycling, ridesharing, walking, and equestrians, that support land use plans, meet transportation needs, and reduce vehicle-related and GHG emissions.
  - Objective 2.1: Promote transit-supportive uses where appropriate.
    - Policy 2.1.1: Ensure that new mixed use, commercial, and multiple-family residential developments incorporate project design features that promote the use of alternative modes of transportation, such as proximity to transit, pedestrian and bicycle facilities, preferential parking for low-/no-emission vehicles, etc.
    - Policy 2.1.2: Provide and coordinate the provision of pedestrian and bicycling enhancements, such as sheltered benches and bike racks, along major roadways and within the DVSP.
    - Policy 2.1.3: Continue to provide information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.
  - Objective 2.2: Continue to improve transit service in the City to achieve trip reductions, improve air quality and reduce GHG emissions, and facilitate pedestrian and non-motorized travel.
    - Policy 2.2.1: Encourage the use of transit along Foothill Boulevard and specifically to and from the DVSP by enhancing the LCF shuttle service. Work to increase shuttle frequency and service hours.

- Goal 4: Maintain and enhance accessibility to public facilities and services for persons with special mobility needs, emergency services, commercial deliveries, and other users.
- Goal 6: Promote active (non-motorized) transportation.
    - Objective 6.1: Support bicycle use as a mode of transportation by providing a comprehensive network of bikeways and enhancing infrastructure to accommodate bicycles and riders.

The project would include various features and design elements that would meet the General Plan Circulation Element goals, objectives, and policies listed above. The project would develop a mixed-use building containing senior residential units, an office, and hotel units. The project would provide 11 EV charging spaces as part of the project's 107 vehicle parking spaces. The project site is also readily served by various transit lines, including the Glendale Beeline Route 3, which is a local line that travels from Glendale Galleria to the Jet Propulsion Laboratory, and La Cañada Flintridge Shuttle Route 33. The Foothill/Oakwood stop, which serves both the Glendale Beeline Route 3 and La Cañada Flintridge Shuttle Route 33, is approximately 380 feet from the western boundary of the project site. The Foothill/Gould stop, which serves both routes, is approximately 95 feet across the Foothill Boulevard. To further promote alternate transit options, the project includes bicycle parking for residents and office users. There are 47 long-term, covered bike parking stalls for residents, and ten long-term spaces for the office users. The short-term bicycle parking consists of five uncovered spaces for residents and one uncovered short-term space for office workers. The project would support both pedestrian and bicycle access to the project site along Foothill Boulevard and Woodleigh Lane. The provision of the EV charging spaces, easy access to public transportation, and the bicycle parking spaces and facilities would ensure that the project would promote non-motorized transportation, assist the City in reducing air quality pollution and GHG emissions, and multi-modal transportation options for the project site.

No additional curb cuts would be proposed by the project. The driveway location on Woodleigh Lane is located away from pedestrian entrances to minimize potential pedestrian and vehicle conflicts. Any new driveways on Foothill Boulevard would have necessitated new median openings or U-turn maneuvers.

Regarding Objective 1.2 and LOS, the project's Transportation Study, provided as Attachment 9.1 of this Mitigated Negative Declaration, includes intersection LOS analysis for study intersections near the project site. As stated therein, analysis of the Existing and Future with Project Conditions indicate that the project would not result in a significant traffic impact at any of the four study intersections during any of the analyzed peak hours.[59]

As discussed under Threshold b of this Section, the project is not anticipated to result in any significant traffic impacts or VMT impacts. However, the project proposes to implement TDM strategies to further reduce the number of trips generated by the project to minimize the impact to traffic operations in the area. The TDM strategies include unbundled parking, EV charging stations,

[58] City of La Cañada Flintridge, General Plan, Circulation Element, page 6-27.

[59] Gibson Transportation Consulting, Inc., Transportation Study for the 600 Foothill Boulevard Project, June 2020, Revised April 2021, page 36. Provided in Attachment 9.1.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
promotions and marketing of alternative travel modes, bicycle parking, and pedestrian-friendly environment design.[60] These TDM strategies would reduce parking demand and single-occupant automobile dependency, promote alternative travel modes, and reduce peak hour traffic demand. The TDM strategies would also reduce air quality pollution and GHG emissions. DVSP Chapter 7, Development Standards and Design Guidelines, of the DVSP includes objectives and development standards for development within the DVSP.[61] Applicable guidelines within the DVSP include different requirements for both vehicle and bicycle parking. As indicated above, the project would meet these requirements. The DVSP also requires lighting and security for parking areas, pedestrian walkways, and architectural lighting, all of which the project would include as part of its design and security features indicated above. Therefore, the project would not conflict with a program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.				
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision(b)?			X	
The City adopted VMT Baselines and Thresholds of Significance in July 2020 and City staff reviewed and approved the Transportation Study completed by the project applicant's consultant.[62] The trip types and average trip lengths for each proposed land use under the project were determined using CalEEMod.[63] The project would generate a net total of 2,114 maximum daily VMT. As discussed under Threshold a of this Section, while the project would not result in significant traffic impacts, the project would implement a TDM program to include design features, transportation services, education, and incentives to reduce the amount of single-occupant vehicles during commuter peak hours, which would translate into a reduction of project VMT by up to ten percent. Additionally, the project site is located within walking distance of local bus stops along Foothill Boulevard and is adjacent to a mix of commercial retail uses in the City's Downtown area. The project's location, along with the TDM program, would result in reductions in transportation-related emissions, which would reduce the project's overall anticipated VMT and would make the project consistent with the SCAG RTP/SCS.[64] Therefore, impacts are determined to be less than significant.				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or			X	

[60] Gibson Transportation Consulting, Inc., Transportation Study for the 600 Foothill Boulevard Project, pages 37 and 38.

[61] City of La Cañada Flintridge, Downtown Village Specific Plan, Chapter 7, November 20, 2000, https://cityoflcf.org/wp-content/uploads/2019/11/LCF-DVSP_Chpt7_Dev_Stds_Dgn_Gdl.pdf. Accessed February 21, 2021.

[62] Gibson Transportation Consulting, Inc., Transportation Study for the 600 Foothill Boulevard Project, page 63.

[63] ESA calculated the updated VMT based on the project's updated development program. The Gibson Transportation Consulting, Inc., Transportation Study (provided in Attachment 9.1 of this Mitigated Negative Declaration) provides a VMT for a larger project.

[64] Gibson Transportation Consulting, Inc., Transportation Study for the 600 Foothill Boulevard Project, pages 64 and 65.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
incompatible uses (e.g., farm equipment)?				
The proposed project would not include unusual or hazardous design features. The proposed circulation improvements are consistent with the uses proposed for the site and are intended to reduce conflicts and incompatibility with surrounding land uses. The proposed project would be properly designed and constructed pursuant to the City's Building and Zoning Codes to ensure consistency between land uses and the safety of vehicular and pedestrian circulation in the project area. As stated under Threshold a of this Section, the driveway on Woodleigh Lane is located away from pedestrian entrances to minimize potential pedestrian and vehicle conflicts. The driveway location also provides driver visibility for each approach direction as it intersects Woodleigh Lane at a right angle. No obstacles are presented on Woodleigh Lane's driveway design that would be considered hazardous to vehicles, bicycles, or pedestrians.[65] Impacts would be less than significant.				
d) Result in inadequate emergency access?		x		
As stated under Threshold f in Section 9, *Hazards and Hazardous Materials,* above, the City does not have any defined emergency routes; however, Foothill Boulevard and the I-210 are considered emergency routes because they both traverse the City and provide regional access to the greater Los Angeles area. The proposed project may require temporary and/or partial street closures along Foothill Boulevard due to construction activities. While such closures may cause temporary inconvenience, they would be temporary and would not substantially interfere with emergency response or evacuation plans. Implementation of Mitigation Measure TRA-1, the CTMP would include details on traffic controls and project construction activities that may disrupt traffic flow. Additionally, the proposed project would be subject to the review requirements of LACoFD and LASD to ensure that all access roads, driveways, and parking areas would be accessible to emergency service vehicles. With implementation of Mitigation Measure TRA-1, the proposed project would not be expected to result in inadequate emergency access, and impacts would be reduced to less than significant.				

18. TRIBAL CULTURAL RESOURCES. a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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 Section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported		x		

[65] Gibson Transportation Consulting, Inc., Transportation Study for the 600 Foothill Boulevard Project, page 50.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

As discussed in Section 5, *Cultural Resources*, no historic archaeological sites have been recorded in the City. In September 2015, the State adopted AB 52 to amend the Public Resources Code, relating to Native Americans. AB 52 establishes a formal consultation process for California Native American Tribes to identify potentially significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in Public Resources Code Section 21080.3.1 (d), within 14 days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Should any information be gained during the consultation process, it would be used to analyze impacts to tribal cultural resources in the EIR.

In accordance with AB 52, on November 23, 2020, the City notified the three primary Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site: San Gabriel Band of Mission Indians, Soboba Band of Luiseño Indians, and the Gabrieleño Band of Mission Indians – Kizh Nation. No response was received from any of the identified tribes on AB 52.

In accordance with SB 18, on February 26, 2021, the City notified the Native American Heritage Commission, the aforementioned Native American tribes, as well as the Santa Rosa Band of Cahuilla Indians and Gabrieleño Tongva Tribe, also traditionally and culturally affiliated with the geographic area of the project site. The Kizh Nation requested a consultation and on April 21, 2021, the City consulted with the Kizh Nation via conference call. The City provided an overview of the project and the Kizh Nation provided their knowledge of the project site vicinity, including information about the natural environment and general history of the area, and known villages and trade routes/trails in the area. While the Kizh Nation did not identify any known tribal cultural resources (as defined in PRC Section 21074) within the project site during consultation with the City, they have indicated that the project site has a potential to encounter tribal cultural resources during construction. As a result, the Kizh Nation requested Native American monitoring during construction of the project.

While there is no indication of the presence of any documented tribal cultural resources on the project site, construction of the project could have the potential to unearth undocumented tribal cultural resources beneath the site during excavation activities. Since construction of the proposed project would include ground disturbing activities and excavation for the building footings and subterranean

parking area, construction activities could potentially encounter subsurface tribal cultural resources, and impacts would be potentially significant. With implementation of Mitigation Measure TCR-1, impacts would be reduced to less than significant.

TCR-1: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe that consulted on this project pursuant to Assembly Bill (AB) 52 – Senate Bill (SB) 18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of La Cañada Flintridge Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code (PRC) Section 5097.98 and State Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per PRC Section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Section 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	

Water

During construction activities, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.

No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. Potable water would be supplied by the Foothill Municipal Water District (FMWD), via Valley Water Company, which draws its water supplies from a blend of local groundwater and imported water from the Metropolitan Water District (MWD).[66] FMWD provides water supplies for a service area of approximately 22 square miles, with an estimated population of 88,000 people according to FMWD's 2015 Urban Water Management Plan (UWMP). FMWD's total system of reservoir facilities consists of six storage tanks at locations within three pressure zones, with a total storage capacity of 6.8 million gallons.[67] The project site is located within the FMWD service area for the Valley Water Company. For fiscal year 2019-2020, the Valley Water Company has imported 2,549.9 acre-feet (af) of water (71.5 percent of the total) and used 1,018.0 af of water (28.5 percent of the total), resulting in a total water use of 3,567.9 af per year (afy).[68] The FMWD has delivered an average of 2,316.4 afy from 2015 through 2020 to the Valley Water Company.[69]

The project would require new construction of water service lines to serve the proposed project. Installation of new water infrastructure would include on-site water distribution improvements, off-site work associated with connections to the public main, new fire hydrants, and upgrades as required by the FMWD or Valley Water Company. Prior to ground disturbance, project contractors would coordinate with the City's Public Works Department to identify the locations and depths of all lines. FMWD and the Valley Water Company would be notified in advance of proposed ground disturbance activities to avoid water lines and minimize disruption of water service.

[66] Foothill Municipal Water District (FMWD), 2015 Urban Water Management Plan (UWMP), June 2016, https://www.fmwd.com/uploads/files/FMWD-2015-FINAL-UWMP.pdf. Accessed February 21, 2021.
[67] FMWD, 2015 Urban Water Management Plan (UWMP), page 1-14.
[68] FMWD, Management Report Fiscal Year 2019-2020, November 2020, page W-8, https://www.fmwd.com/uploads/files/Reports/FINAL%202019-2020%20Management%20Report.pdf. Accessed February 21, 2021.
[69] FMWD, Management Report Fiscal Year 2019-2020, November 2020, page W-9.

An estimate of the average water usage of the proposed project determined in gallons per day (gpd) using the Los Angeles County Sanitation Districts' (LACSD) average wastewater generation factors.[70] The project's expected water demand is 11,773.2 gpd.[71] The project would include water-efficient features to reduce demand on local water treatment facilities. Additionally, the project would include landscaping consisting of drought tolerant plants and the use of efficient irrigation systems to reduce water demand on the project site. As such, the proposed project would be compliant with the City's Building Code and Water Efficient Landscape Ordinance, which include by reference Title 24 requirements, to maximize water efficiency and reduce demand for potable water treatment. The Valley Water Company has determined that water for domestic and fire protection purposes can be delivered to the project site.[72]

Wastewater

The LACSD provides wastewater services for the project site. Wastewater treatment would be provided by existing extraction and treatment facilities currently serving the project site. During construction of the project, a negligible amount of wastewater would be generated by construction workers. However, any such wastewater generation would be temporary, only lasting as long as project construction activities occur, approximately 15 months. It is anticipated that portable toilets would be provided by a licensed private vendor that would dispose of the wastewater off-site. Such wastewater generation is therefore anticipated to result in either no or negligible discharges to the City's wastewater treatment conveyance systems or treatment facilities, and would not be discharged through any service connections at or near the project site. No such service connections would be established during project construction to handle wastewater generated by construction workers. Such minimal wastewater flows are not expected to exceed to applicable treatment requirements of the Whittier Narrows Water Reclamation Plant or Low Coyotes Water Reclamation Plant, and such wastewater would be treated prior to discharge if discharged within the City. The minimal wastewater generation during construction would not require the construction of new or expansion of existing facilities, and, given their small amount, are not anticipated to exceed the capacity of existing wastewater conveyance and treatment systems.

The project would contain more water-efficient features to reduce demand on the local water and wastewater treatment facilities, such as the installation of ultra-low flush toilets and low flow faucets. According to the LACSD, the project would generate 9,811 gpd (approximately 0.010 mgd) of wastewater. Wastewater would be treated at either the Whittier Narrows Water Reclamation Plant, which would have a capacity of 15 mgd, or the Los Coyotes Water Reclamation Plant, which would have a capacity of 37.5 mgd. As determined by LACSD, the wastewater facilities would have capacity to accommodate the project's wastewater flows.

Stormwater Drainage

[70] Los Angeles County Sanitation District, Will Serve Letter for 600 Foothill Boulevard Project, November 25, 2020. Provided in Attachment 11.2.

[71] The Will Serve Letter provided in Attachment 11.2 provides an estimated average wastewater flow of 9,811 gpd. Water consumption can be determined by calculating 120 percent of the wastewater flow due to loss from evaporation and infiltration.

[72] City of La Cañada Flintridge, Statement of Water Availability, Signed May 21, 2020. Provided in Attachment 11.1.

As discussed in Threshold c.i under Section 10, *Hydrology and Water Quality*, above, the proposed project would implement an on-site infiltration Drywell System and a pre-treatment catch basin that would retain stormwater runoff on-site in compliance with LID regulations.[73] Impacts associated with on-site stormwater drainage facilities would be less than significant.

Electric Power and Natural Gas

The project site is located in a developed and urbanized area in the City that is served by existing electrical power and natural gas services. Electricity would be provided by SCE, and natural gas would be supplied by SoCalGas. As discussed in Section 6, *Energy,* the project would intensify development on the project site, and therefore, increase energy consumption during construction and operation associated with electricity, natural gas and transportation fuel.

With regard to existing electrical distribution lines, the project would be required to coordinate electrical infrastructure removals or relocations with SCE and comply with site-specific requirements set forth by SCE, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within SCE easements would be minimized.

Project construction would involve installation of new natural gas connections to serve the project site. Since the project site is located in an area already served by existing natural gas infrastructure, it is anticipated that extensive off-site infrastructure improvements would not be needed to serve the project site. Construction impacts associated with the installation of natural gas connections are expected to be limited to shallow grading/trenching activities in order to place the lines below surface. In addition, prior to ground disturbance, project contractors would be required to notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties.

Telecommunications

The project site is located in a developed and urbanized area in the City that is served by existing telecommunication services. The project would require installation of new underground telecommunication lines (for internet, telephone, and other services) to serve the residential and commercial uses proposed on the project site. Construction impacts associated with the installation of new telecommunication infrastructure would primarily involve trenching in order to place the lines below ground surface. When considering impacts resulting from the installation of any required telecommunications infrastructure, all impacts are of a relatively short duration and would cease to occur when installation is complete. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the public system. As telecommunication providers already deliver their services to a large number of homes in in the vicinity of the project site, it is anticipated that existing telecommunications facilities would be sufficient to support the project's needs for telecommunication services. As such, no upgrades to off-site telecommunications facilities are anticipated.

[73] Southland Civil Engineering & Survey, LLP, Hydrology Addendum Report, page 4.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.				
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry, and multiple years?			x	
As described in Threshold a of this Section, the project would have an expected water demand of 11,773.2 gpd. Tables 3-3 and 3-4 provide the FMWD 2015 UWMP's identified and quantified adequate water supplies for existing and future demands during normal, dry, and multiple-dry years.[74] Based on the project's 0.01 mgd compared to the projected supplies in Tables 3-3 and 3-4, the project would be within the capacity of the FWMD to serve the project as well as existing and planned future water demands of its service areas. Impacts would be less than significant.				
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?			x	
As detailed in Threshold a of this Section, the Whittier Narrows Water Reclamation Plant and Los Coyotes Water Reclamation Plant would both have capacity to treat the project's 9,811 gpd. Therefore, the project would not result in a determination by the wastewater treatment provider that it would not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.				
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?			x	
In the City of La Cañada Flintridge, commercial uses are authorized to utilize one of three waste haulers: Allied Waste services, Athens Services or NASA Services. Allied Waste Services and NASA Services utilize Sunshine Canyon Landfill. Sunshine Canyon has a remaining disposal capacity of 55.2 million tons and has a daily permitted capacity of 12,100 tons per day (tpd).[75] Athens Services utilizes Scholl Canyon Landfill. The Scholl Canyon Landfill services solid waste generated by the Los Angeles County incorporated cities of Glendale, La Cañada Flintridge, Pasadena, South Pasadena, San Marino, Sierra Madre, and Los Angeles County unincorporated communities of Altadena, La Crescenta, and				

[74] FMWD, 2015 UWMP, pages 3-22 and 3-23.

[75] Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan (CoIWMP) 2019 Annual Report, September 2020, page 67, https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF. Accessed February 21, 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Montrose according the Los Angeles County Sanitation Districts. The Scholl Canyon Landfill has a remaining disposal capacity of 3.8 million tons and has a daily permitted capacity of 3,400 tpd.[76]

Based on a generation factor of 5 pounds per person per day for a nursing/retirement home, which would be the most applicable generation factor, the project's 47-unit senior housing component would generate 545 pounds of waste per day.[77] Based on a generation rate of 6 pounds of waste per 1,000 sf per day, the project's 7,600 sf of office uses would generate 45.6 pounds of waste per day. Based on a generation rate of 2 pounds of waste per room per day, the project's 12-unit hotel would generate 24 pounds of waste per day. Therefore, the proposed project is estimated to generate 614.6 pounds (0.31 tons) of waste per day. The amount of solid waste generated by the proposed project would be within the available capacities at both Sunshine Canyon and School Canyon Landfills. Impacts would be less than significant.

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

Pursuant to AB 939, the Integrated Waste Management Act of 1989, the City is required to develop source reduction, reuse, recycling, and composting programs to reduce the tonnage to solid waste entering landfills. The City must divert at least 50 percent of their solid waste generation from landfills and produce a Source Reduction and Recycling Element to describe how it is to reach that goal.

The project would also be required to comply with the green building requirements as set forth in the Green Building programs required by the State and the City. This requires a minimum of 65 percent of generated waste to be recycled. The solid waste generated by the proposed project would be incorporated into the waste stream of the City, and diversion rates would not be altered. The project does not include any component that would conflict with State laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. The proposed project will therefore comply with federal, State and local statutes, and impacts would be less than significant.

20. WILDFIRE. - 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 evacuation plan?			x	

As stated under Threshold g in Section 9, *Hazards and Hazardous Materials*, above, the entire City has been designated a VHFHSZ. However, as further stated in Threshold f in Section 9 above, while the City does not have any defined emergency routes, Foothill Boulevard and the I-210 are considered emergency routes as they both traverse the City and provide regional access to the greater Los Angeles area. Implementation of the proposed project would not result in a substantial change in uses on the

[76] Los Angeles County Department of Public Works, CoIWMP 2019 Annual Report, page 65.

[77] CalRecycle, Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed February 21, 2021. As stated under Section 14, *Population and Housing,* the project's senior housing units would conservatively generate 109 new residents.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
project site that would impair existing emergency access operations. While the proposed project may require temporary partial street closures along the south side of Foothill Boulevard due to construction activities, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would be required to obtain necessary encroachment permits from the City's Public Works Department for all work occurring within the public right-of-way. Impacts would be less than significant.				
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?			X	
Although the project site is located within a VHFHSZ, the proposed project is located within the area of the City that is not adjacent to undeveloped wildland or vegetative fuels (WUI areas) and being within the VHFHSZ, more stringent building and fire code requirements are required. Additionally, the project site is relatively flat and fully developed with neighborhood commercial uses and is bordered by commercial uses to the north and east, and religious assembly uses to the west and south. The proposed project would be constructed in compliance with the Fire Code and California Building Code, and would not expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire by exacerbating wildfire risks. Impacts would be less than significant.				
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?			X	
As discussed in Threshold b of this Section above, the project site is within a VHFHSZ, but it is already developed with religious assembly uses and reading rooms and served by roads, power lines, water sources, and other utilities. While the project may require the construction of distribution lines, no off-site improvements that would require new power lines or water sources would be required. The project site is bordered by commercial and religious assembly uses and roadways and is not directly adjacent to wildlands that require fuel breaks. Therefore, the proposed project would not require installation of new or increased level of infrastructure maintenance that could exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.				
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?			X	

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

As previously mentioned, the project site is already fully developed with religious assembly uses and reading rooms. Additionally, the project site is relatively flat and is bordered by commercial uses to the north and east, and religious assembly uses to the west and south. As discussed throughout Section 7, *Geology and Soils*, the project site is not located within an area identified as having a potential for flooding, landslides, or slope instability. Additionally, as described in Section 10, *Hydrology and Water Quality*, the project would not result in a change to the drainage patterns. Therefore, impacts would be less than significant.

21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to 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, 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?		X		

The project site is located within an urbanized area and is surrounded by residential, commercial, institutional, and public uses. The project site is currently improved with an existing religious assembly use, located within two structures, and associated surface parking areas. Landscaping on the project site consists of ornamental landscaping, including grass areas, trees, shrubs, and other ornamental plants. No native vegetation or habitat exists on the site or within the project vicinity. In addition, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. While the proposed project could result in activities that could potentially impact habitat for nesting bird species protected by MBTA, implementation of Mitigation Measure BIO-1 would ensure impacts to nesting birds would be reduced to less than significant. The proposed project would also involve tree removal and temporary encroachment activities that would adversely impact trees protected under Title 11 Chapter 11.40 of the City's Municipal Code (Preservation and Protection of Designated Trees on Private Property).

Implementation of Mitigation Measures TCR-1 and GEO-1 would ensure the proposed project would not have the potential to eliminate important examples of major periods of California history or prehistory, including historical, archaeological, or paleontological resources. Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. Impacts would be less than significant with the identified mitigation measure incorporated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?			x	

Cumulative impacts may occur when the proposed project in conjunction with one or more related projects would yield an impact that is greater than what would occur with the development of only the proposed project. As described in the project description, the proposed project involves the demolition of the existing structures utilized for religious assembly and the construction of a new three-story mixed-use building consisting of 47units of senior housing units, 12 non-serviced hotel units, 7,600 sf of office uses, and one level of subterranean parking.

As discussed in the Transportation Study, provided in Attachment 9.1 of this Mitigated Negative Declaration, the proposed project would not cause a substantial increase in traffic that would result in significant impacts on traffic conditions, which accounts for related projects within the vicinity of the project site. In addition, as discussed within Section 11, *Land Use and Planning,* the uses proposed under the project would be permitted within areas designated for mixed use, similar to MU1 and MU2 land use districts within the DVSP with approval of a Conditional Use permit. Therefore, the improvements proposed by the project would be consistent with the uses allowed within the DVSP land use districts. Therefore, as the proposed project would be consistent with existing and nearby uses and would not result in a substantial change in the uses in the project area, the proposed project would not contribute to any cumulative impacts. The proposed project would not result in any cumulatively considerable contribution to impacts.

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

A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the proposed project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures noted in Sections 1 through 20.

Attachments

1. ESA, Air Quality and Greenhouse Gas Analysis Report, February 2021
2. McKinley & Associates, Arborist Report, June 22, 2020
3. Tim Gregory, 600 Foothill Boulevard, La Cañada Flintridge, First Church of Christ, Scientist of La Cañada, April 2017
4. ESA, Energy Modeling Outputs, February 2021
5. R. T. Frankian & Associates, Report of Geotechnical Investigation, April 21, 2017
6. Southland Civil Engineering & Survey, LLP, Addendum Report to Alliance Land Planning & Engineering, Inc. Onsite Hydrology & Preliminary LID on May 2017, February 8, 2021
7. EFI Global, Phase I Environmental Site Assessment Report, August 27, 2019
8. ESA, Noise and Vibration Technical Report, February 2021
9. Gibson Transportation Consulting, Inc., Transportation Studies
    - 9.1: Transportation Study for the 600 Foothill Boulevard Project, June 2020, Revised April 2021
    - 9.2: Trip Generation Analysis for the Refinements to the 600 Foothill Boulevard Project, December 11, 2020, Revised April 15, 2021
    - 9.3: Updated Cumulative Transportation Analysis for the 600 Foothill Boulevard Project, February 10, 2021
10. Tribal Cultural Resources Documentation
11. Utilities Documentation
    - 11.2: Valley Water Company Statement of Water Availability
    - 11.2: Los Angeles County Sanitation District Wastewater Determination

Copies of all Attachments associated with the Mitigated Negative Declaration for General Plan Amendment (PLAN-2020-0002), Zone Change (PLAN-2020-0001), Conditional Use Permit (USE-2020-0750), Tree Removal Permit (DEV-2020 0057), Vesting Tentative Tract Map 83375 (LAND-2021-0001) and Density Bonus Agreement for the 600 Foothill Boulevard Mixed-Use project located at 600 Foothill Boulevard are on file at the City of La Cañada Flintridge Community Development Department, One Civic Center Drive, La Cañada Flintridge, CA 91011, for review.