INITIAL STUDY
San Marino Center Improvement Project

Prepared for:

City of San Marino
Community Development Department
2200 Huntington Drive
San Marino, CA 91108

Prepared by:

ELMT Consulting, Inc.
2201 N. Grand Avenue #10098
Santa Ana, CA 92711

January 2022

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TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

LIST OF TABLES

LIST OF EXHIBITS

LIST OF APPENDICES

LIST OF ACRONYMNS

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	American Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BERD	Built Environment Resource Directory
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of San Marino
CMP	Congestion Management Program
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
DPR	California Department of Parks and Recreation
EPA	Environmental Protection Agency
ERRP	Enhanced Recharge and Recovery Program
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
ITE	Institute of Transportation Engineers
LOS	Level of Service
LST	Localized Significance Threshold
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MTCO2e	Metric Tons Carbon Dioxide Equivalent
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides

NPDES	National Pollutant Discharge Elimination System
OHP	California Office of Historic Preservation
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SGMA	the Sustainability Groundwater Management Act
sf	Square Feet
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SMC	San Marino Center
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

1 INTRODUCTION

The California Environmental Quality Act ("CEQA"), codified in the Public Resources Code (PRC), Section 21000 et seq., and the CEQA Guidelines, codified in California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387 and are herein referred to as the "CEQA Guidelines," was established to require public agencies to consider and disclose the environmental implications of their actions (projects). CEQA was enacted in 1970 by the California Legislature to disclose to decision makers and the public the significant environmental effects of a proposed project and identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California governmental agencies at all levels, including local, regional, and State, as well as boards, commissions, and special districts.

As provided by PRC Section 21067, the public agency with the principal responsibility for approving a project that may have a significant effect upon the environment is considered the Lead Agency. The City of San Marino ("City"), as Lead Agency for the approval of the Proposed Project ("Project"), is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent implementation of the Proposed Project could have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study (IS) is prepared to provide the Lead Agency with information to use as the basis for determining whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would be appropriate for providing the necessary environmental documentation and clearance for the Proposed Project. CEQA Guidelines Sections 15006(d) and 15063(c)(3) also allow Lead Agencies to use the Initial Study to identify significant environmental issues and to narrow the scope of an EIR, if required, by focusing the EIR on only those effects determined to be significant.

City of San Marino
Initial Study and Environmental Evaluation

1.	**Project Title:**	San Marino Center Improvement Project
2.	**Lead Agency Name and Address:**	City of San Marino Community Development Department 2200 Huntington Drive San Marino, CA 91108
3.	**Contact Person:**	Alex Hamilton Interim Community Development Director AHamilton@cityofsanmarino.org (626) 300-0710
5.	**Project Location:**	1800 Huntington Drive, San Marino South side of Huntington Drive, approximately 345 feet west of West Drive Adjacent to Crowell Library (east side) Adjacent to Henry E. Huntington Middle School (west side) Assessor Parcel No. 5334-024-903 *El Monte* USGS Quad; T1 South, R12 West, S2
4.	**Project Sponsor's Name and Address:**	City of San Marino 2200 Huntington Drive San Marino, CA 91108
6.	**General Plan Designation:**	Very Low Density Residential
7.	**Zoning Designation:**	Residential (R-1)

8. Description of Project:

The Project proposes to upgrade the architectural style of the San Marino Community Center (SMC) building façade from its existing architectural designation as "Modern Colonial Revival" to a "Spanish Mediterranean" architectural style which is similar to that of the adjacent buildings. Other upgrades include rehabilitation of the building interior to include additional offices to accommodate six City Recreation Department staff, optimize the interior public gathering space, replace to current standards the heating/air conditioning, plumbing, electrical systems and light fixtures, and update the building and grounds for compliance with the Americans with Disabilities Act.

9. Surrounding Land Uses:

Surrounding land uses are identified in Table 2.1-1 The Project site is an existing community center, constructed in 1952 as the San Marino Women's Club.

The Project site is bounded on the east by the Crowell Public Library, on the west and south by the Huntington Middle School, and on the north by Huntington Drive.

Table 2.1-1: Surrounding Land Use

Direction	Land Use Description
North	Huntington Drive – east bound lane. Immediately north is an approximate 55 foot wide landscaped median, the westbound lane of Huntington Drive, and residential uses.
West	Henry E. Huntington Middle School, parking lot and campus building. Other uses adjacent and west of the Project site include Valentine Elementary School and the San Marino Unified School District offices. Virginia Road intersects Huntington Drive approximately 1,350 feet west of the Project site.
South	Huntington Middle School, parking lot, tennis courts and campus buildings.
East	Crowell Public Library and parking lot. West Drive is adjacent on the east side of the library.

10. Other Public Agencies Whose Approval is Required:

The following approvals are required for the Project:

- City of San Marino – City Council; Adoption of the CEQA compliance documentation
- City of San Marino – Building Division, Fire Marshall, Parks and Public Works Department, approval of building plans.

11. California Native American Consultation:

The City of San Marino conducted tribal consultation in accordance with AB52 prior to adoption of the environmental documentation by sending letters on June 1, 2021 to the following tribes:

- Mr. Sam Dunlap, Cultural Resources Director, Gabrieleno/Tongva Nation
- Chief Anthony Morales, San Gabriel Band of Mission Indians
- Chairman Andrew Salas, Gabrieleno Band of Mission Indians – Kizh Nation

Mitigation measures requested by the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh) as part of the consultation were reviewed and incorporated, as appropriate, into the Initial Study.

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

The San Marino Center Improvement Project (Project) is located at 1800 Huntington Drive, San Marino, which is the south side of Huntington Drive, between West Drive on the east and Virginia Road on the west. (*Exhibit 2-1: Regional Vicinity* and *Exhibit 2-3:*). The Project site is identified as Los Angeles County Assessor's Parcel Number (APN) 5334-024-903 and currently supports an existing community center. The Project site is adjacent and east of the Huntington Middle School and west of and adjacent to the Crowell Public Library. Residential land uses are located east of West Drive and on the north side of Huntington Drive in proximity to the Project site.

City of San Marino Setting

The City of San Marino's General Plan (COSM, October 8, 2003) identifies the City as having a "tradition of excellence in residential living." The General Plan states: "Homes, both old and new, are architecturally appealing and well-maintained in pleasantly landscaped settings" (COSM, October 8, 2003).

In September 1998, the City adopted Commercial Design Guidelines to guide the revitalization of commercial buildings in four major commercial areas located along Huntington Drive. The Design Guidelines generally encourage preservation and reinforcement of the existing architectural heritage and identity of each of the commercial districts, but all guidelines indicate that a Spanish-Mediterranean style is desired. Although the SMC is not located in one of the four major commercial areas identified by the Guidelines, the SMC is located along Huntington Drive, which is a major city thoroughfare.

Project Site Setting

The SMC building was originally constructed in 1952 by the San Marino Woman's Club to hold community events and club meetings. In 2005, the City purchased the SMC from the San Marino Women's Club to use as a community center and meeting space for senior and youth recreation programs, and community events and other activities. In 2011, the California State Historic Preservation Office (SHPO) found the SMC eligible for inclusion in the National Register of Historic Places for its social connection to the community as the City's first community center.

The SMC is an approximately 10,832 square-foot-building with a concrete foundation, flat roof and raised parapet along the rear and side elevations. The building is two stories, with the primary meeting spaces on the first floor and limited space and mechanical/electrical rooms on the second floor. In its existing configuration, the SMC has a current occupancy rating of 1,020.

The building was designed by Pasadena architect Marion S. Varner and is one of his earlier designs. The front façade features a side-facing medium gable roof with an offset front gable wing. An "L"-shaped porch runs across the front elevation and is supported by decorative wrought iron posts. The roof is covered with wood shingles. A large multi-paned steel framed window is located below the main front gable with brick trim under the window. A tall exterior brick chimney is located on the northeast side. The building windows are primarily multi-pane steel casements, and the siding is stucco.

The interior of the building contains a large open-room style auditorium with a theater stage, a meeting room with a fireplace, a commercial kitchen, an office that houses the San Marino Chamber of Commerce, restrooms and storage rooms.

Renovations conducted in 1958 included the front entrance doors and window replacements. Other improvements over the years have included canvas awnings over the front entry and several windows and additional restroom facilities.

The site is flat at approximately 545 feet above mean sea level, and there are no areas of significant topographic relief.

Two mature, coast live oak trees exist in the front of the building, near the entryway, and the building is surrounded on the north and east sides with low vegetation and urban landscaping.

Site Access and Parking

Vehicle access to the SMC is located on Huntington Drive and West Drive. Public transit service is provided by Los Angeles Metro (Metro) with bus stops located within walking distance of the SMC.

Parking for the SMC exists on the west and south sides of the building, in the parking lot of the Henry E. Huntington Middle School, through a cooperative agreement with the San Marino Unified School District (SMUSD) for use of 48 spaces for both the SMC and the Crowell Library. The agreement between the City and the SMUSD was initiated in 2006 after the City purchased the building and the agreement was renewed in 2019 for a 10-year term (Appendix A). The shared parking arrangement with the SMUSD appears to be a traditional feature of the SMC and the Library. The 1952 SMC site plans indicate “school parking area” on the west and south sides of the building footprint. Historical articles in the Los Angeles Times indicate that the San Marino Women’s Club used the “school parking area” for club parking and for community events.

Additionally, there are 18 dedicated spaces for Crowell Library parking directly on the City-owned library parcel and can be accessed from West Drive, which is also the main access entrance to the library. With the SMC and the Library being both City facilities, library spaces may also be utilized for the SMC when the library is not open.

Adjacent Land Uses

<u>Crowell Public Library</u>

The first public library, which was established in 1915 at the Mayberry House in San Marino as a branch of the Los Angeles County Library, was moved to the Henry E. Huntington Middle School (formerly the San Marino Grammar School). The City’s original library was housed in a building on the adjacent school grounds beginning in approximately 1920. In 1932, the City took control of the Library, making it a department of the City.

Outgrowing that location, the City constructed a new library in 1951 at its current location on the southwest corner of Huntington Drive and West Drive, on a parcel owned by the City. Designed by Herbert

J. Powell, its architectural style was known as "International-Mediterranean mix," which combined traditional Spanish elements with a modern look.

In 2006, the library was demolished and reconstructed to optimize use of space in the interior and provide updated lighting, internet, telecom and other electrical, and the heating/air conditioning. It was also renamed the Crowell Public Library after former San Marino mayor Suzanne Crowell.

SMUSD Schools and District Office

In 1917, San Marino School District acquired a 5-acre portion of Cooper Ranch, located on the south side of Huntington Drive, near the southeast corner of Huntington Drive and Virginia Road to build the City's first grammar school. Various school facilities continued to grow at this location, including the Henry E. Huntington Middle School, the Valentine Elementary School and the SMUSD offices being later constructed within this location.

The SMUSD Program Needs Assessment, which amends its 1996 Facilities Master Plan, states that all of the SMUSD elementary schools, middle school, and District Office have a consistent mission-style architectural design, with stucco exteriors and red tile roofs, with school construction dating back as far as the early 1900's (gkk works, December 21, 2017). In 1987, Valentine School was declared a historic landmark. In 1993, the original building went through a state-funded modernization. The original Valentine rooms are those on the street side of the long corridor, and all except one room of the four westerly fingers which extend out toward the playground.

2.2 PROJECT OBJECTIVES

In 2020, the City formed a working group to discuss how to revitalize and improve the SMC. A sample schedule of existing and proposed events for the SMC is provided in Table 2.2-1. The primary discussions of the working group focused on how to encourage better use of the facility, the need for facility repair and renovation and the need to create aesthetic continuity with the adjacent public buildings. Through a number of meetings and public hearings, the City working group recommended the following Project objectives:

- Create architectural, aesthetic continuity along eastbound Huntington Drive between Virginia Road and West Drive by changing the SMC building façade's architectural features from the existing Modern Colonial Revival to the Spanish-Mediterranean style that is used by the City's library on the east and the school campus structures to the west.

- Replace interior aged electrical and mechanical systems with code compliant systems including replacing light fixtures;

- Rehabilitate interior space to house City recreational staff;

- Rehabilitate interior space to optimize community use for large and small public and private events; and

- Retrofit and update the facility and grounds with American with Disabilities Act (ADA) compliant features.

Table 2.2-1 forms the basis of the analysis of this Initial Study, and the analysis focused on new, Proposed events, primarily with anticipated larger attendance.

Table 2.2-1: Example of Existing and Proposed Uses of the SMC

Classes	**Existing (E) or Proposed (P)**	**No. of Users/ Participants**	**Frequency**
Bridge Club	E	40	Mondays 12-4pm, Wednesdays 11am-2pm. Wednesdays 7:15-10:45pm
Tai Chi Class	E/P	10	Mondays & Wednesdays 7-9pm
Gentle Yoga Class	E/P	75	Tuesdays & Thursdays 10-11am
Safe & Steady Class	E/P	7	Thursdays 12:30-1:30pm
Adult Line Dance Class	E/P	12	Thursdays 7:30-9pm
Fit & Fabulous Class	E/P	7	Fridays 8-9am
Chair Fitness Class	E/P	7	Fridays 9-9:45am
Intro to Piano Class	E/P	6	Tuesdays 3-5pm
Musical Theater Camp	E/P	25	2 weeks in July 9-3pm
Civic Club/Charitable Group Events/Meetings	**Existing (E) or Proposed (P)**	**No. of Users/ Participants**	**Frequency**
City Club	E	150	3rd Tuesday of every month 3-10pm
Unit Bridge	E	60	1st Sunday of each month 9am-3pm
Rotary Club	E	100	Once a year - Weekday 5-10pm
PTA	E	250	Twice a year - Weekday & Weekend, 8am 4-(8 hours)
NCL	E	50	Once a year - Weekend 10am-2pm 4 hours
Civic Club/Charitable Group Events/Meetings (Large Group)	P	200	Sat PM, 1 per quarter
Private Event Usage	**Existing (E) or Proposed (P)**	**No. of Users/ Participants**	**Frequency**
Church Service	E	250	2 Saturdays each year - 5-9pm
Private Industry Conferences	P	100	2 times per year Weekday & Weekend 8am – 4pm (varies)
Private Celebrations	E/P	75-125	12 rentals on random weekends throughout year (approx.: 6 hours each)
City Administration Uses	**Existing (E) or Proposed (P)**	**No. of Users/ Participants**	**Frequency**
City Council Meetings	E	20-40	24 times per year
Recreation Staff	P	7	M-Th 7 am-5 pm Friday 7 am-11am
Guest Speaker Series'	E/P	30	12 times per year - Weekday 12-3pm
Recreation Commission Meetings	E/P	15	6 times per year - Weekday 6-9pm
Town Hall Meetings	E/P	30	12 times per year
Human Resources FD/PD Training	E/P	30-50	6 times per year - Weekday & Weekend 8am (Varies 4-8 hours)
Human Resource Testing	E/P	30	6 times per year - Weekday 8am (Varies 4-8 hours)

2.3 PROJECT CHARACTERISTICS

Consistent with the Project Objectives, the City has developed a Project that proposes to change the SMC building façade from a "Modern Colonial Revival" to a "Spanish Mediterranean" architectural style, which is similar to that of the adjacent buildings. Other upgrades include various retrofitting for Americans with Disability Act (ADA) compliance, rehabilitation of the building interior to include additional offices to accommodate six City Recreation Department staff, optimize the interior public gathering space, and replace the heating/air conditioning, plumbing and electrical systems and light fixtures to current building code standards. The specific improvements for the SMC building are described in the following sections.

The existing building occupancy is 1,020. The proposed interior space reconfiguration will allow for an occupancy rating of 1,083.

2.3.1 Exterior Improvements – Façade Features

Exterior improvements include the following. Refer to Exhibit 2-3 for the existing view and Exhibits 2-4 through 2-6 for proposed views:

- Replace the decorative wrought iron posts along the front patio with stucco columns;
- Replace the wood shingled roof with the terra cotta tile;
- Replace doors and windows to include grid patterns similar to the library windows; type of windows will be newer energy efficient;
- Add wood accents where appropriate and complimentary such as around windows and the entry door consistent with features of architectural style;
- Add an open patio area at the back of the building that will have a stucco wall and a wood trellis ceiling similar to the open space areas at the library;
- Modify concrete walkway and front patio to enhance design elements and ADA compliance;
- Remove canopies over patio and windows that were added to the building after its original construction;
- New paint and stucco repair that will match the color of the library; and

Exterior features that are anticipated to remain intact or will not be impacted by the proposed improvements include the following:

- The cornerstone of the building inscribed with "San Marino Women's Club" near the building entry (while plans require that this will be protected in place, utility trenching may impact the cornerstone), and;
- Landscaping, including the two large oak trees adjacent to the front entry, grassy areas and urban landscaping around the west and south of the building. The front yard (Huntington Drive frontage area) landscaping will be replaced with drought-tolerant plant materials suitable for placement underneath oak trees and provide aesthetic continuity with the Crowell Public Library landscaping.

2.3.2 Interior Improvements

The improvements to be renovated and/or replaced include the following. Refer to Exhibit 2-7 for the existing interior layout and Exhibit and 2-8 for the proposed interior layout:

- Add two offices (for a total of three offices);
- Install a folding wall in the main room;
- Upgrade the kitchen, bathrooms, ceiling tiles, and electrical and mechanical systems to current code standards;
- Remove and replace light and plumbing fixtures with current style fixtures;
- Replace entryway flooring containing the San Marino Women's Club insignia (insignia may be preserved as a plaque);
- Various upgrades for ADA compliance, including but not limited to: accessible restrooms; appropriate door hardware; door widths, thresholds; correct access to stage from main floor (from only stairs to stair and personnel lift);
- Update paint and carpet; and
- Conduct other deferred maintenance items.

Interior features that are not anticipated to be impacted by the proposed improvements include the following:

- Fireside room fireplace and cabinetry; and
- Stage.

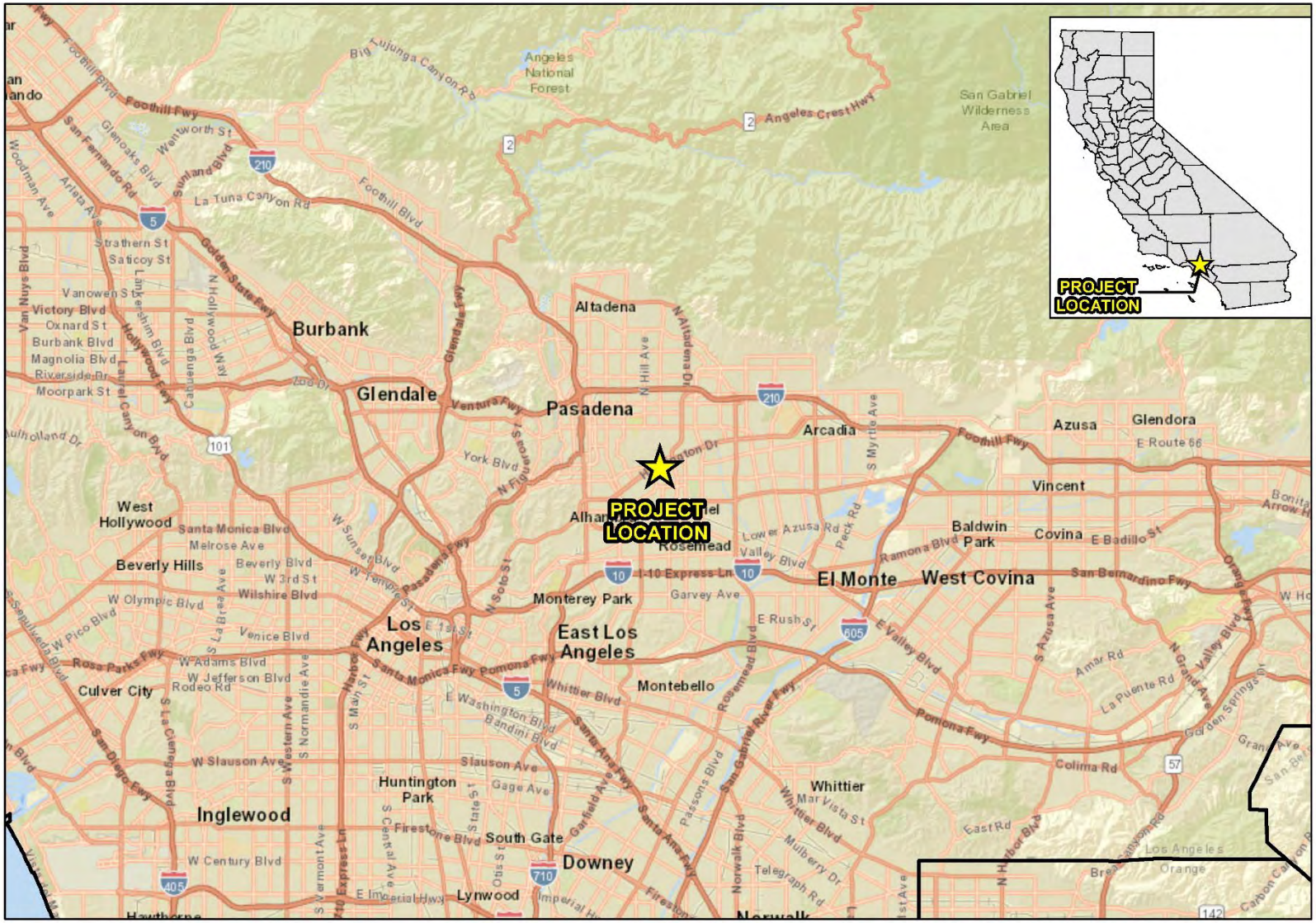
2.3.3 Utility/Hardscape Improvements

Some improvements will occur outside of the building envelope. Site preparation for new ADA parking and loading, sidewalk repair, parking lot paving, and landscaping enhancement as necessary will only require surficial disturbance. There are other improvements that will require excavation that will generally vary between 2 to 3 feet wide by 1 to 3 feet deep, depending on the activity (refer to Exhibit 2-9). The activities that require excavation include but are not limited to the following:

- Install new domestic water service and sewer lines in the same area as the existing lines;
- Replace overhead electrical service with new underground electrical service;
- Install new landscape irrigation meter, with pipe replacements, as necessary, in the same location as existing;
- Install new, separate water service for the fire sprinkler system;
- Install new footings for new patio site walls and pilasters, trash enclosure, building columns;
- Add various upgrades for ADA compliance including but not limited to: accessible paths of travel to entry points from parking lot and correct and appropriate disabled parking space; and
- Repair existing building footings and slab where applicable.

2.4 PROJECT TIMING

Construction is expected to last approximately 18 months, beginning in late fall/early winter 2022, with facilities opening as available in spring/summer 2023.



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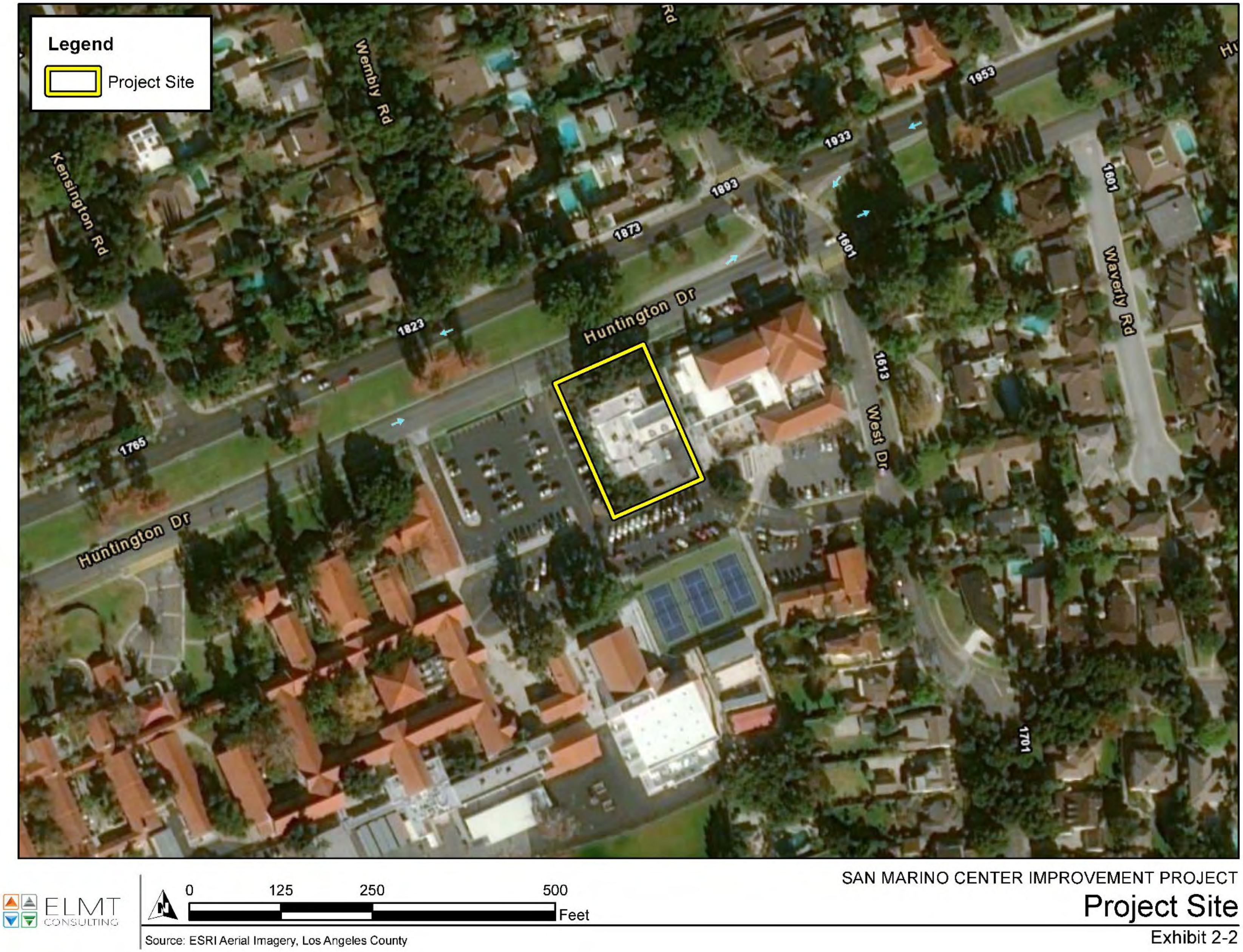
SAN MARINO CENTER IMPROVEMENT PROJECT

Regional Vicinity

Exhibit 2-1



SAN MARINO CENTER IMPROVEMENT PROJECT
Project Site
Exhibit 2-2

ELMT CONSULTING

Not to Scale

Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Existing Northwest View (facing Huntington Drive)

Exhibit 2-3

ELMT CONSULTING

Not to Scale

Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Proposed Northwest View (Adjacent to School Parking Lot)

Exhibit 2-4

ELMT CONSULTING

Not to Scale

Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Proposed Southeast View (Rear View)

Exhibit 2-5

ELMT CONSULTING

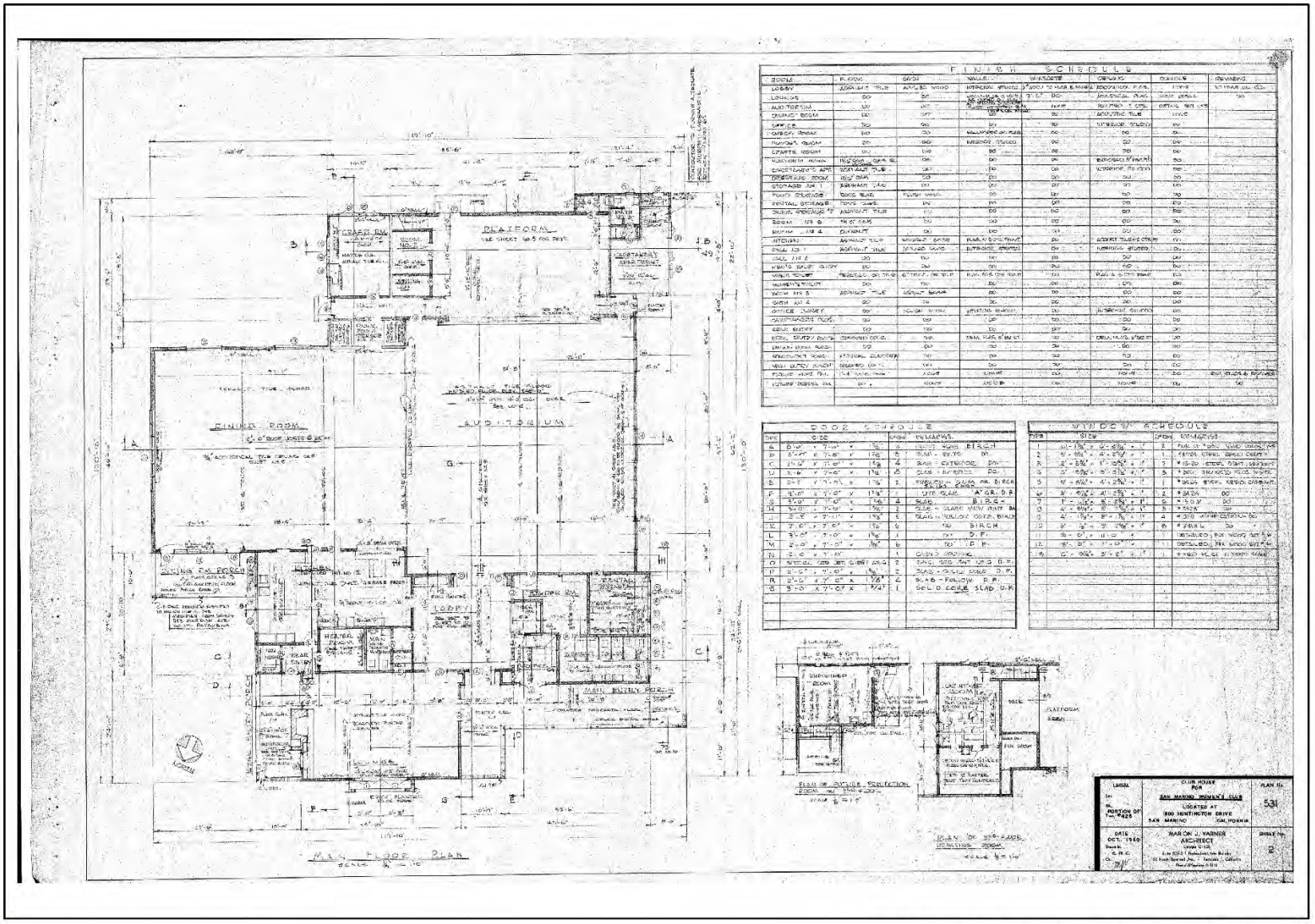
Not to Scale

Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Proposed Northeast View (Adjacent to Library)

Exhibit 2-6



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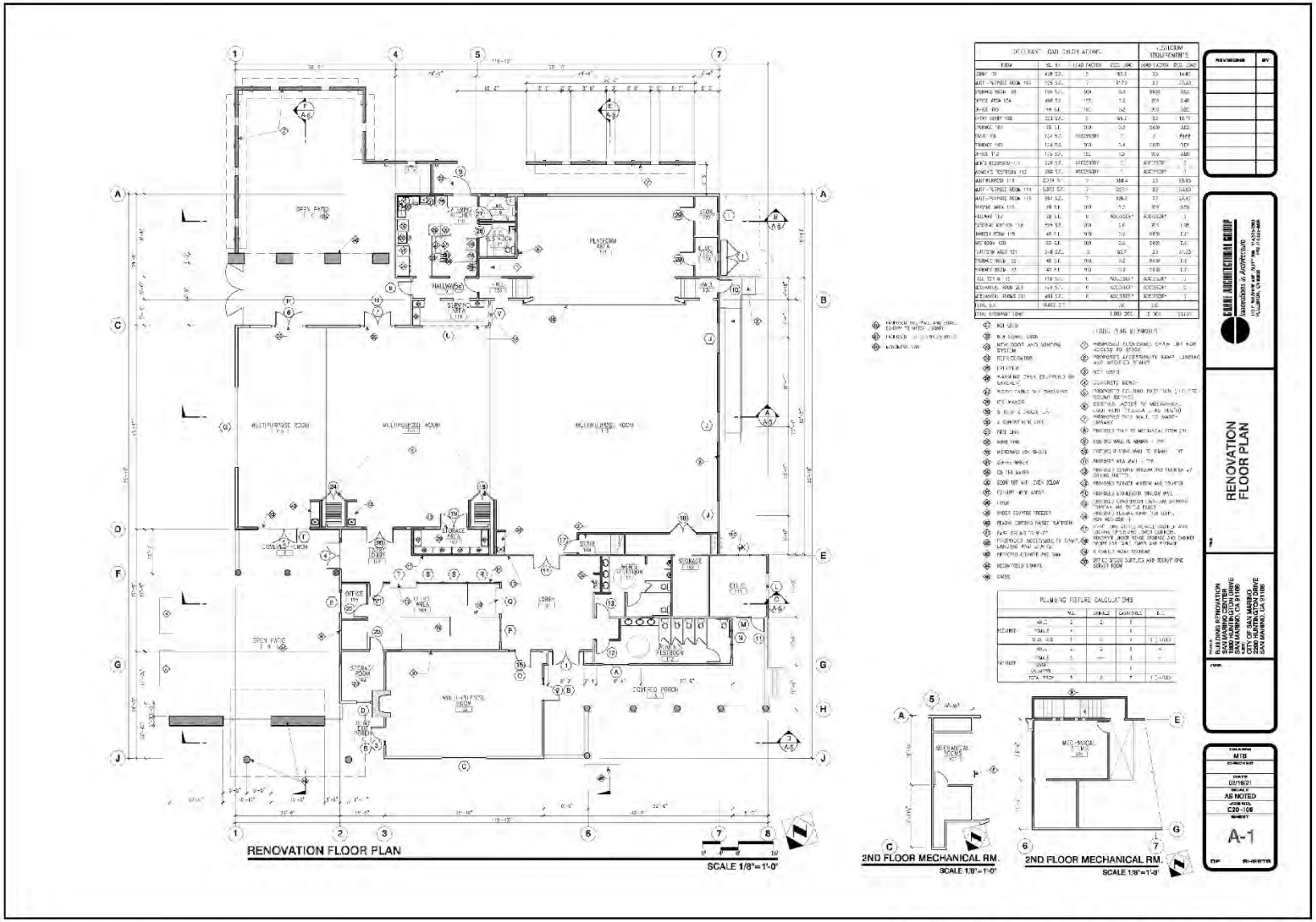
Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Existing Floor Plan (per original plans)

Exhibit 2-7



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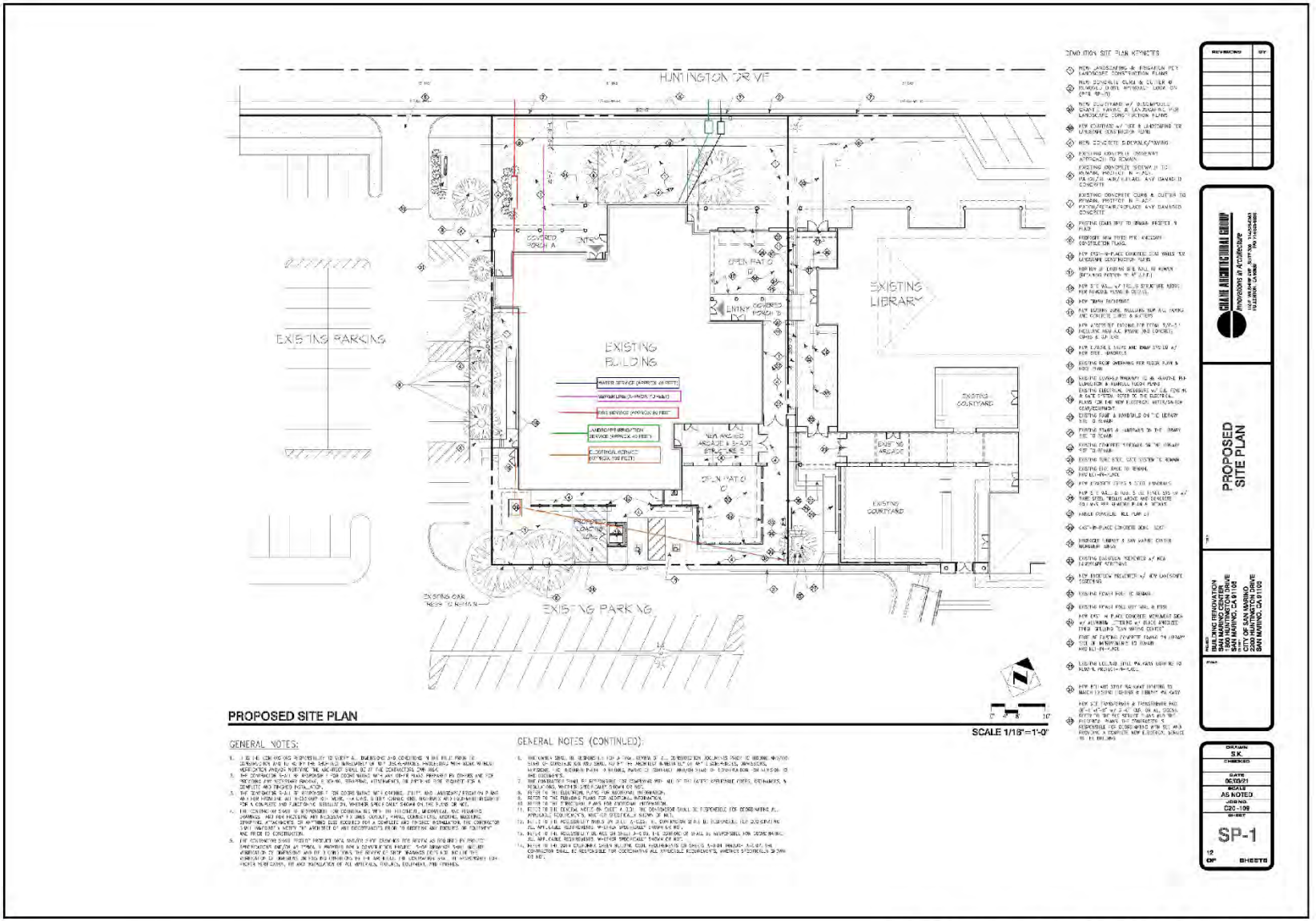
Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Proposed Floor Plan

Exhibit 2-8



ELMT CONSULTING

Not to Scale

Source: Los Angeles County

SAN MARINO CENTER IMPROVEMENT PROJECT

Excavation Locations

Exhibit 2-9

3 ENVIRONMENTAL ANALYSIS AND DETERMINATION

In accordance with the California Environmental Quality Act (CEQA) this Initial Study has been prepared to analyze the proposed Project to determine any potentially significant adverse impacts upon the environment that would result from construction and/or implementation of the Project. In accordance with CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other responsible agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

3.1 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Checklist provided in the Appendix G of the CEQA Guidelines.

3.2 EVALUATION OF ENVIRONMENTAL IMPACTS

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 the project (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).

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.

Once the Lead Agency has determined that a particular physical impact may occur, 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.

"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." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

Earlier analyses may be used where, pursuant to the 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 analyses used where they are available for review.

b) Which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and whether such effects were addressed by mitigation measures based on the earlier analysis.

c) The mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project for effects that are "Less than Significant with Mitigation Measures Incorporated.

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

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

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

3.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Based on the analysis in Section 4, the proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce impacts to less than significant.

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

3.4 DETERMINATION

On the basis of this initial evaluation, the following finding is made:

	The proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	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	The proposed Project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
	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.
	Although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

1-7-2022
Date

Alex Hamilton
Name

Interim Community Development Director
Title

4 ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

4.1.1 Environmental Setting

The Project is located along the south side of Huntington Drive, a major thoroughfare, between Virginia Road (east) and Wood Drive/Cambridge Road (west). Huntington Drive is a four-lane road, divided by an approximately 58-foot-wide grassy median with mature trees centrally placed throughout the median. This wide median was once railroad right of way. The grassy, tree-lined median provides a dramatic road statement for motorists traveling along Huntington Drive, through the City of San Marino.

The north side of Huntington Drive in this segment is lined with residential uses where short walls and tall shrubs and trees separate the property boundary from the adjacent sidewalk and roadway. The south side of Huntington Drive in the Project vicinity is characterized as public facilities, containing the library, the SMC and a school complex.

4.1.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

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

Less Than Significant Impact. The CEQA Guidelines do not provide a definition of what constitutes a "scenic vista" or "scenic resource" or a reference as to from what vantage point(s) the scenic vista and/or resource, if any, should be observed. Scenic resources are typically landscape patterns and features that are visually or aesthetically pleasing and that contribute affirmatively to the definition of a distinct community or region such as trees, rock outcroppings, and historic buildings.

A scenic vista is generally identified as a public vantage viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Common examples may include a public vantage point that provides expansive views of undeveloped hillsides, ridgelines, and open space areas that provide a unifying visual backdrop to a developed area. The City of San Marino's General Plan does not identify any scenic vistas in the city.

While Huntington Drive in the Project area is not considered a "scenic vista," motorists traveling along Huntington Drive in the Project vicinity can enjoy an aesthetically pleasing driving experience offered by the wide, grassy, tree-lined median, the tall trees and shrubs that hide residential uses on the north side, and the residential and commercial uses on the south side that are partially obscured by mature trees in the sidewalk. The Crowell Library and Huntington School, which are adjacent to the SMC on the east and west, are both similar architectural styles of Spanish Mediterranean with stucco and wood accents that complement the mature trees within the landscape. The SMC, however, is clearly architecturally different than the adjacent buildings, therefore, there is a visible variation in the continuity of the aesthetically pleasing driving experience in the immediate area of the Project.

The façade updates proposed by the Project seeks to reduce the visual variation along the south side of Huntington Drive by modifying the SMC exterior to create a similar look and feel as that of the Crowell Library and Huntington School. The views of the south side of Huntington Drive will be temporary disrupted during construction. Therefore, impacts will be less than significant.

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

No Impact. The Project does not occur within a state scenic highway. Therefore, the Project will not damage resources within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant Impact. The Project is located in an urbanized area and is zoned R-1 (very low density residential), and the adjacent public buildings (library and school) are within the same

zoning designation. The site's zoning and use are consistent with the City's applicable zoning and other regulations. The Project would not increase the height or density of development in the area. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. The Project site is currently developed with an existing community center, with adjacent public uses to the east and west of the site. The Project includes replacement of exterior lighting consistent with the brightness that currently exists, and no new lighting is proposed. Therefore, the improvements will not create a new source of substantial light or glare that would adversely affect day or nighttime views. Impacts would therefore be less than significant, and no mitigation is required.

4.1.3 Mitigation Measures

No mitigation measures are required.

4.2 AGRICULTURE & FORESTRY RESOURCES

4.2.1 Environmental Setting

The proposed Project is located an urbanized area of the City of San Marino. The Project improvements will occur on an existing developed site.

4.2.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY 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 non-agricultural use?				X
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?				X
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
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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

Discussion

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?

No Impact. The California Department of Conservation Farmland Mapping and Program identifies the Project site as "Urban and Built-Up Land." There are no agricultural uses on the site, and none are proposed. No impacts would occur, and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is not zoned for agricultural use by the City of San Marino General Plan and is not the site of any Williamson Act contracts. No impacts would occur, and no mitigation is required.

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))?

No Impact. No part of the Project site or its surroundings are designated as timberland or for forest use. No impacts would occur, and no mitigation is required.

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

No Impact. There is no designated forestland on the Project site, and the proposed Project would; therefore, not affect forests during construction or operations. No impacts would occur, and no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?

No Impact. The Project site is zoned R-1. It is not zoned for or under use as Farmland or forest land. No impacts would occur, and no mitigation is required.

4.2.3 Mitigation Measures:

No mitigation measures are required.

4.3 AIR QUALITY

An Air Quality Analysis was prepared for the proposed Project in September 2021 (Appendix B).

4.3.1 Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level under the Clean Air Act of 1970. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Particulate Matter
- Sulfur Dioxide

The US environmental Protection Agency (EPA) and the California Air Resources Board (CARB) designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

The Project site is located in the City of San Marino, which is part of the South Coast Air Basin (SCAB) that includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SCAQMD’s 2016 Air Quality Management Plan (AQMP) assesses the attainment status of the SCAB. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) attainment statuses for the SCAB are listed in Table 4.3-1. The SCAQMD updates the AQMP every three years. Each iteration of the AQMP is an update of the previous plan and has a 20-year horizon. The latest AQMP, the 2016 AQMP, was adopted on March 3, 2017.

Table 4.3-1: South Coast Air Basin Attainment Status

CRITERIA POLLUTANT	STANDARD	AVERAGING TIME	DESIGNATION [a]	ATTAINMENT DATE [b]
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 Originally 11/15/2010 (not attained)[c]
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone[d]	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	1-Hour (20 ppm) 8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO_2[e]	NAAQS	1-Hour (0.10 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-Hour (0.18 ppm) Annual (0.030 ppm)	Attainment	---
SO_2 [f]	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM10	NAAQS	1987 24-hour (150 µg/m^3)	Attainment (Maintenance)[g]	7/26/2013 (attained)
	CAAQS	24-hour (50 µg/m^3) Annual (20 µg/m^3)	Nonattainment	N/A
PM2.5[h]	NAAQS	2006 24-Hour (35 µg/m^3)	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m^3)	Attainment	8/24/2016
	NAAQS	2012 Annual (12.0 µg/m^3)	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m^3)	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m^3)	Nonattainment (Partial)[i]	12/31/2015
Hydrogen Sulfide (H2S)	CAAQS	1-Hour (0.03 ppm/42 µg/m^3)	Attainment	---
Sulfates	CAAQS	24-Hour (25 µg/m^3)	Attainment	---
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m3)	Attainment	---

Notes:

a) U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment orUnclassifiable

b) A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typicallyrequired for attainment demonstration

c) 1-hour O_3 standard (0.12 ppm) was revoked, effective June 15, 2005 ; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements

d) 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O_3 standard is still subject to anti-backsliding requirements

e) New NO_2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO_2 standard retained

f) The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards willremain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.

g) Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006;SCAQMD request for attainment re-designation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.

h) Attainment deadline for the 2006 24-Hour PM2.5 NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after effective date of designations for Serious nonattainment areas). Annual PM2.5standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m3. Designations effective April15, 2015, so serious area attainment deadline is December 31, 2025.

i) Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect re-designation to attainment based on current monitoring data.

Thresholds of Significance

The SCAQMD provides numerical thresholds to analyze the significance of a project's construction and operational emissions impacts on regional air quality. These thresholds are designed so a project that is consistent with the thresholds would not have an individually or cumulatively significant impact to the SCAB's air quality.

Thresholds of Significance for Construction:

- 75 pounds per day of ROG
- 100 pounds per day of NOx
- 550 pounds per day of CO
- 150 pounds per day of SOX
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5

Thresholds of Significance for Operations:

- 55 pounds per day of ROG
- 55 pounds per day of NOx
- 550 pounds per day of CO
- 150 pounds per day of SOX
- 150 pounds per day of PM10
- 55 pounds per day of PM2.5

Localized Significance Thresholds

In addition to the listed thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for nitrogen oxides (NO_X), carbon monoxide (CO), PM_{10}, and $PM_{2.5}$. 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 SRA, distance to the sensitive receptor, and project size. LSTs only apply to emissions within a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008a). According to the SCAQMD (2008) Final Localized Significant Thresholds

Methodology, the use of LSTs is voluntary, to be implemented at the discretion of local agencies. For this Initial Study, the LST Method was utilized.

4.3.2 Environmental Setting

The SCAB is located on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the SCAB is bounded by the Pacific Ocean to the southwest and high mountains to the east forming the inland perimeter. Annual average temperatures vary little throughout the SCAB, ranging from the low-to-middle 60s, measured in degrees Fahrenheit (F). The majority of annual rainfall in the SCAB occurs between October and March. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the SCAB and along the coastal side of the mountains. Average temperatures in winter months in the Project area range from a low of 34 degrees F to a high of 68 degrees F. In the summer, average temperatures range from a low of 59 degrees F to a high of 98 degrees F. During an average year, the greatest amount of precipitation, 2.86 inches, occurs in February

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas.

Local Air Quality

The SCAQMD operates a network of 38 ambient air monitoring stations throughout the South Coast Air Basin. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the California and federal standards. The air quality monitoring station located nearest to the Project site is the Pasadena station, located approximately 1.3 miles northwest of the Project site at 725 South Wilson Avenue. Table 4.3-2 identifies the ambient air quality in the Project vicinity, as reported at the Pasadena station and PM10 and PM2.5 as obtained from a Los Angeles station, approximately 8 miles southwest of the Project site.

Table 4.3-2: Local Ambient Air Quality

Pollutant	2018	2019	2020
Ozone, ppm – First High 8-Hour Average (2015 Standard)	0.090	0.098	0.115
Number of days of above 2015 standard (>0.070 ppm)	19	24	60
Nitrogen Dioxide, ppm – First High National	68.2	59.1	61.2
Nitrogen Dioxide, ppm – First High State	68	59	61
Days above the State standard (>0.18 ppm)	0	0	0
Days above the national standard (>100 ppb)	0	0	0
Particulate Matter <10 microns, μg/m3 First High Federal	68.2	62.4	83.7
Particulate Matter <10 microns, μg/m3 First High State	81.2	93.9	185.2
Estimated number of days greater than national 24-hour standard (>150 μg/m3)	0	*	0
Estimated number of days greater than state standard (>50 μg/m3)	31	15	34
Particulate Matter <2.5 microns, μg/m3 First High	32.5	41.8	67.7
Annual average (exceedances of 12 μ/m3 standard not reported)	*	*	*
Number of samples of Federal exceedances (>12 μg/m3)	0	1	2

Notes:
Pasadena – 725 South Wilson Street Monitoring Station
Los Angeles – 1630 N Main Street
Note – Ozone, Nitrogen Dioxide and PM2.5 data from Pasadena Station; PM10 data from Los Angeles Station
*Data insufficient to determine the value
Source: California Air Resources Board, 2018, 2019, 2020 Annual Air Quality Data Summaries available at https://www.arb.ca.gov/adam/topfour/topfour1.php

As shown in Table 4.3-2, both the federal and state ozone standards were exceeded at the Pasadena monitoring station during each of the last three years. The federal PM10 standard was not exceeded during the last three years. Insufficient data was available to determine whether the state standard was exceeded.

Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.).

Nearby sensitive receptors are the Valentine Elementary School and Huntington Middle School located adjacent to and south/southwest and single-family residences located across Huntington Drive approximately 200 feet north/northwest and northeast of the site and adjacent to the site on the east side of West Drive.

4.3.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
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	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

Discussion

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding the forecasts used in the development of the AQMP. The proposed Project involves remodeling the existing San Marino Center building. Vehicle trips associated with the Project would be consistent with similar community center uses; and as discussed herein, Project-related emissions would not exceed thresholds recommended by the SCAQMD. The Project does not include new housing or businesses, nor would operation and maintenance of the proposed Project require new employees; therefore, the Project would not generate population, housing, or employment growth. As a result, the Project would not exceed the Southern California Association of Governments' projected growth forecasts, which underlie the emissions forecasts in the 2016 AQMP. Therefore, the Project would not conflict with or obstruct implementation of the AQMP. Impacts are less than significant, and no mitigation measures are required.

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?

Less Than Significant Impact. Potential air quality impacts for construction and operations were modeled in Appendix B and are summarized herein.

Construction

Construction activities such as clearing, grading and excavation are common sources of diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. The proposed Project does not require grading, therefore, no heavy equipment is required for grading. Only minor exterior ground disturbance for utility trenching as described in the Project Description is proposed and does not require the use of heavy equipment for trenching. Exterior improvements would consist of concrete demolition/removal, concrete work, landscaping and painting. Construction emissions associated with development of the proposed Project by estimating the types of equipment (including the number) that would be used on-site during the demolition, building construction and painting phases. The Air Quality Study analyzed construction emissions using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook* (refer to Appendix B)

The Air Quality analysis in Appendix B modeled construction emissions for demolition (which primarily includes roof replacement, window removal and replacement, porch post replacement, and exterior stucco removal and replacement), building construction and architectural coating application based on the overall scope of the proposed Project and construction phasing which is expected to fall/winter 2022 and extend through mid-2023. The total area disturbed as a result of the Project would be limited to the building interior and exterior landscape and hardscape. For modeling purposes, it was assumed the Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the SCAB. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (50 g/L for non-flat coatings) and 100 g/L for parking lot coating as required by SCAQMD Rule 1113.

Table 4.3-3 summarizes the estimated maximum mitigated daily emissions of pollutants anticipated to occur during construction.

Table 4.3-3: Estimated Maximum Mitigated Daily Construction Emissions

Construction Phase		Maximum Emissions (lbs/day)				
	ROG	NOx	CO	SOx	PM10	PM2.5
2022 Maximum lbs/day	20.2	7.1	7.8	0.01	0.45	0.36
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded 2022	**No**	**No**	**No**	**No**	**No**	**No**

As shown in Table 4.3-3, construction of the proposed Project would not exceed the SCAQMD regional thresholds. No mitigation in addition to compliance with SCAQMD Rule 403 and Rule 1113 would be required to reduce construction emissions to less than significant.

Operations

Operational emissions, as estimated in Table 4.3-4, include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including landscape equipment and architectural coating emissions as the structures are repainted over the life of the Project. The majority of operational emissions are associated with vehicle trips to and from the Project site. Trip volumes are based on the trip generation rates in the Traffic Impact Assessment prepared for the proposed Project by Linscott, Law and Greenspan, Inc. (Appendix E).

Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, consumer use of solvents and personal care products, and an average building square footage to be repainted each year.

Table 4.3-4: Estimated Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	**NOx**	**CO**	**Sox**	**PM10**	**PM2.5**
Area	0.2	0.01	0.01	0.0	0.0	0.0
Energy	0.01	0.06	0.4	0.01	0.01	0.01
Mobile	0.7	0.6	6.5	0.01	1.3	0.3
Maximum lbs/day	**1.0**	**0.7**	**6.5**	**0.01**	**1.3**	**0.3**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

As shown in 4.3-4, daily unmitigated emissions would not exceed the SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10} or $PM_{2.5}$. Therefore, the Project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant, and no mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Localized Significance Thresholds (LSTs) were devised by the SCAQMD in response to concern regarding exposure of individuals to criteria pollutants in local communities. 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 and distance to the sensitive receptor. The Project site is located in Source Receptor Area 11 (SRA-11, South San Gabriel Valley).

The nearest sensitive receptors to the Project site are the Huntington Middle School located, approximately 200 feet southwest of the site and the Valentine Elementary School, located approximately 1,000 feet to the west. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 25 meters (82 feet) were used. LSTs for construction related emissions in the SRA 11at varying distances between the source and receiving property are shown in Table 4.3-5.

Table 4.3-5: SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a one-acre site (lbs/day)				
	25	**50**	**100**	**200**	**500**
Gradual conversion of NOx to NO2	83	84	96	123	193
CO	673	760	1,113	2,110	6,884
PM10	5	13	29	60	153
PM2.5	4	5	9	20	83

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, October 2009.

As shown in Table 4.3-4, total emissions of NOx, CO, PM_{10} and $PM_{2.5}$ would not exceed SCAQMD Standards. The LST thresholds at the shortest distance 25 meters, or approximately 82 feet are shown in Table 4.3-5, and potential sensitive receptors are identified at approximately 200 and 1,000 feet, therefore, the Project's operation emissions are less than significant.

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

Less Than Significant Impact. Potential sources of odor during construction activities include equipment exhaust. The objectionable odors that may be produced during the construction process would occur periodically and end when construction is completed. No significant impact related to odors would occur during construction of the proposed Project, and no mitigation is required. Operations of the facility after construction would remain the same as the existing condition, which does not produce odors. Therefore, there would be no odor impact from operations.

4.3.4 Mitigation Measures

No mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

Given that the Project is a developed building, a biological resource field assessment was conducted for the Project by an ELMT biologist, and the results of the field assessment is provided as part of the analysis of this section.

4.4.1 Regulatory Setting

Given the urban environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

City of San Marino Heritage Tree Ordinance

The City of San Marino tree preservation ordinance is contained in Chapter 23, Article 19 of the City Municipal Code. This ordinance requires permits for trimming and/or removal of certain trees including but not limited to:

Trees protected by the City of San Marino's tree preservation ordinance include:

- *ESTABLISHED TREE: A tree that is not a heritage tree or an oak tree, that is at least fifteen feet (15') in height, and/or whose trunk diameter is at least six inches (6") at its widest point, when measured at a point four and one-half feet (4.5') above natural grade.*

- *HERITAGE TREE: A tree that is at least fifteen feet (15') in height, and/or whose trunk diameter is at least four inches (4") at its widest point, when measured at a point four and one-half feet (4.5') above natural grade, and is one of the following*: *Platanus racemosa (Western Sycamore), Juglans californica (California Black Walnut), Sambucus nigra (Elder), Sambucus Mexicana (Mexican Elderberry), Aesculus californica (California Buckeye), Salix lasiolepis (Arroyo Willow), Populus fremontii (Fremont Cottonwood), Alnus rhombifolia (White Alder), Umbellularia californica (California Bay Laurel), Populus trichocarpa (Black Cottonwood), Ginkgo biloba (Maidenhair), Cedrus deodora (Deodar Cedar), Pinus canariensis (Canary Island Pine), Pinus halepensis (Aleppo Pine), Pinus pinea (Stone Pine), Pinus thunbergiana (Black Pine), Sequoia sempervirens (Coast Redwood), Taxodium mucronatum (Montezuma Cypress), Calocedrus decurrens (California Cedar), Cupressus sempervirens (Mediterranean Cypress), Podocarpus gracilior (African Fern Pine), Magnolia grandiflora (Southern Magnolia), Magnolia xsoulangeana (Chinese Magnolia),Cinnamomum camphora (Camphor), Persea Americana (Avocado), Liquidambar styraciflua (Sweetgum), Ulmus parvifolia (Chinese Elm), Ficus microcarpa (Chinese banyan),*

Quercus agrifolia (Coast Live Oak), Quercus engelmannii (Engelmann or Pasadena Oak), Quercus ilex (Holly Oak), Quercus lobata (Valley Oak), Quercus suber (Cork Oak), Brachychiton discolor (Lacebark), Brachychiton populneus (Kurrajong), Chorisia speciose (Silk Floss Tree), Arbutus unedo (Strawberry Tree), Prunus caroliniana (Carolina Cherry-Laurel), Pyrus kawakamii (Evergreen Pear), Cassia spp (Golden Shower Tree), Ceratonia silique (Carob), Lagerstroemia indica (Crepe Myrtle), Callistemon spp (Bottlebrush), Eucalyptus citriodora (Lemon-Scented Gum), Melaleauca quinquenervia (Paper Bark Tea Tree), Grevillea robusta (Southern Silky Oak), Cupaniopsis anacardioides (Carrotwood), Koelreuteria spp (Chinese Flame Tree), Schinus molle (California Pepper Tree), Citrus sinensis (Sweet Orange), Fraxinus uhdei (Shamel Ash), Olea europaea (Olive Tree), Jacaranda mimosifloria (Blue Jacaranda), Tabebuia spp (Tabebuia), Brahea edulis (Guadalupe Palm), Butia capitate (Jelly Palm), Phoenix canariensis (Canary Island Date Palm), Syagrus romanzoffianam (Queen Palm), Washingtonia filifera (California Palm), Washington robusta (Mexican Fan Palm), Cedrus atlantica (Atlas Cedar),and Cedrus atlantica (Blue Atlas).

4.4.2 Environmental Setting

The Project site is located in an urbanized area on the *El Monte* USGS Quad, Township 1 South, Range 12 West, Section 2.

4.4.3 Biological Resources Study and Results

A biological resource field assessment was conducted by an ELMT biologist to addresses potential Project-related effects to designated Critical Habitats and/or any species currently listed or formally proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA), or species designated as sensitive by the California Department of Fish and Wildlife (CDFW), or the California Native Plant Society (CNPS), as well as the City of San Marino General Plan and various ordinances.

The assessment included a literature review and field visit on January 19, 2021. Literature reviewed for the biological assessment included State, federal and local databases that included but are not limited to the following:

- U.S. Fish and Wildlife (USFWS) threatened and endangered species occurrence GIS overlay;
- USFWS Information for Planning and Consultation System (IPaC);
- California Natural Diversity Database (CNDDB) *Rarefind 5*);
- CNDDB Biogeographic Information and Observation System (BIOS);
- California Native Plant Society Electronic Inventory (CNPSEI) database;
- Calflora Database;
- USDA Natural Resources Conservation Service (NRCS) Web Soil Survey;
- USFWS National Wetland Inventory;
- Environmental Protection Agency (EPA) Water Program “My Waters” data layers
- USFWS Designated Critical Habitat Maps
- City of San Marino General Plan and ordinances

The survey results indicated that there is no critical habitat, sensitive species or sensitive plants or wildlife that could be on the Project site or in the vicinity.

The Project site is currently developed with an existing building, parking lot, and outdoor areas. Existing on-site vegetation consists of heritage and established landscaping and trees including four oaks, one sycamore and urban ornamental shrubs.

No active nests or birds displaying nesting behavior were observed onsite during the field survey. Although heavily disturbed, the Project has the potential to provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to disturbed areas and urban environments. The coast live oak trees and ornamental trees on the Project site also have the potential to provide avian nesting opportunities.

4.4.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. 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		
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 U.S. Fish and Wildlife Service?				X
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
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
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		

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

Discussion

a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. Based on the literature review and field survey, implementation of the Project will have no significant impacts on federally, State, or local species known to occur in the general vicinity of the Project site because the Project exists in an urbanized area, and no sensitive species were determined to exist on-site, nor are any expected to exist on-site.

However, the Project site has the potential to support suitable habitat for foraging and nesting birds, which are protected by the Migratory Bird Treaty Act and the Fish and Game Code. The loss of individuals would result in a potentially significant impact. With the implementation of **Mitigation Measure BIO-1**, located at the end of this section, impacts would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based on the records search and field review, there are no riparian habitat or sensitive natural communities on the Project site, which is currently entirely developed. There would be no impacts, and no mitigation is required.

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?

No Impact. The Project site is completely developed and does not contain state or federally protected wetlands. No impacts would occur, and no mitigation is required.

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?

No Impact. A wildlife corridor is defined as a linear landscape element which serves as a linkage between historically connected habitats/natural areas and is meant to facilitate movement between these natural areas. During the field survey, the Project site was assessed for its ability to facilitate wildlife movement and for the presence of wildlife corridors. The Project is located in an urbanized area on a developed site. As a result, it does not contain any wildlife corridors or nursery sites. No impacts would occur, and no mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant with Mitigation Incorporated. Of the trees on the Project site, five trees (four coast live oak and one western sycamore) are the size and type that qualify as heritage trees per City ordinance. The Project does not propose the removal of these trees. However, some improvements may require minimal excavation or work near the roots of the trees, which if performed improperly, could damage the tree health. With the implementation of **Mitigation Measure BIO-2**, located at the end of this section, impacts 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?

No Impact. There are no approved local, regional, or state habitat conservation plan for the Project area. Therefore, there would be no impact under this criterion.

4.4.5 Mitigation Measures

The following mitigation measures are required to reduce potentially significant impacts to less than significant:

BIO-1: If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young

have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can resume.

BIO-2: Prior to construction, a certified arborist shall be retained to flag trees that will be avoided and observe excavation activities that are planned within the root zone of the protected trees and assist the contractor in conducting excavation in a manner that will not impact the tree roots.

4.5 CULTURAL RESOURCES

A Cultural Resources Assessment for the proposed Project was performed by BCR Consulting in September 2021 (Appendix C).

Cultural resources include archaeological sites, buildings and other kinds of structures, historic districts, cultural landscapes, and resources important to specific ethnic groups.

Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites).

The historic built environment includes buildings used for habitation, work, recreation, education and religious worship, and may be represented by houses, factories, office buildings, schools, churches, museums, hospitals, bridges and other kinds of structures.

An historic district is any "geographically definable area, urban or rural, possessing a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by past events or aesthetically by plan or physical development. A district may also comprise individual elements separated geographically but linked by association or history" (36 CFR 60.3).

The National Park Service defines a cultural landscape as "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values".

4.5.1 Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance.

National Historic Preservation Act

Section 106 (Protection of Historic Properties) of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties. The Advisory Council on Historic Preservation, an independent federal agency, administers the Section 106 review process with assistance from State Historic Preservation Offices to ensure that historic properties are considered during federal project planning and implementation.

National Register of Historic Resources (National Register)

The National Register of Historic Places is the nation's official list of buildings, structures, objects, sites, and districts worthy of preservation because of their significance in American history, architecture, archeology, engineering, and culture. The National Register recognizes resources of local, state and national significance which have been documented and evaluated according to uniform standards and criteria.

Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The National Register is administered by the National Park Service, which is part of the U. S. Department of the Interior.

As defined in National Register Bulletin #15, "How to Apply the National Register Criteria for Evaluation," resources are eligible for the National Register if they:

A) are associated with events that have made a significant contribution to the broad patterns of our history; or

B) are associated with the lives of significant persons in or past; or

C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) have yielded or may be likely to yield, information important in history or prehistory.

Once a resource has been determined to satisfy one of the above-referenced criteria, then it must be assessed for integrity. Integrity refers to the ability of a property to convey its significance, and the degree to which the property retains the identity, including physical and visual attributes, for which it is significant under the four basic criteria. The National Register recognizes seven aspects or qualities of integrity: location, design, setting, materials, workmanship, feeling, and association. To retain its historical integrity, a property must possess several, and usually most, of these aspects.

California Register of Historical Resources

The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act

The California Register was established to serve as an authoritative guide to the state's significant historical and archaeological resources (Public Resources Code § 5024.1). The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level.

State law provides that in order for a property to be considered eligible for listing in the California Register, it must be found by the Office of Historic Preservation (OHP) to be significant under any of the following four criteria:

1) It is associated with the events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

2) It is associated with the lives of persons important to local, California, or national history;

3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; and/or

4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). Fifty years is normally considered sufficient time to be considered a potential historical resource. All resources older than 45 years will be evaluated.

The California Register also requires that a resource possess integrity, which is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

All resources listed on or formally determined eligible for the National Register are automatically listed in the California Register, in accordance with the California Office of Historic Preservation policies (refer to https://ohp.parks.ca.gov/?page_id=21237). In addition, properties designated under municipal or county ordinances or through local historic resources surveys, are eligible for listing in the California Register.

City of San Marino Local Register of Historic Resources

Chapter XXIII, Article 18 of the San Marino City Code is designed to "*promote the public health, safety, and general welfare by providing for the identification, designation, protection, enhancement, and ongoing use of historical resources that represent the City's cultural, architectural, social, economic, and political heritage*."

Chapter XXIII, Article 18 of the San Marino City Code, Section 23.18.03 (A) states: "*Automatic Designation: Any property within the City that is listed in the National Register of Historic Places or the California Register of Historic Places is automatically designated as a historic landmark for purposes of this article*."

4.5.2 Environmental Setting

History

The first significant European settlement of California began during the Spanish Period (1769 to 1821) when 21 missions and four presidios were established between San Diego and Sonoma. The land of the City of San Marino, which was part of the San Gabriel Mission, was initially occupied by Gabrielino (Tongva) Indians, who had a village located on what is now the Huntington School.

In 1852, Tennessee native Benjamin Davis Wilson acquired a vast tract of land that included the area that later became San Marino as well as several neighboring towns. In 1873, Benjamin Wilson gave 500 acres of his land to his son in law James Debarth Shorb, who then named the ranch on his land "San Marino" which was inspired by his grandfather's plantation in Maryland which in turn got its name from the Republic of San Marino, Italy.

In 1903, the San Marino land was purchased from James Shorb by Henry E. Huntington, a businessman who was the owner of the Pacific Electric Railway Company in Southern California. Henry Huntington played a major role in shaping the economy of Southern California. Huntington and George Patton Sr. joined with another landowner to incorporate San Marino in 1913. They also spearheaded a campaign to prevent their properties from being developed by the city. Their advocacy for restrictive zoning has prevented the development of strip malls and mansions in San Marino.

In 1904, Pacific Electric (PE), which was owned by Henry Huntington, built a double track line commencing at a connection with the Monrovia Line at Huntington Drive in San Marino northerly on private way to a point near Colorado Street, Pasadena. The line opened for service on March 19, 1904.

The city's irregular street grid pattern reflects its historic patterns of residential development, which were largely guided by Huntington and oriented around the Pacific Electric Railway (PERy) routes he constructed in the City between 1903 and 1906. Most of the street grid skews northwest/southeast, roughly perpendicular to the northeast/southwest route of Huntington Drive (the PERy's Monrovia-Glendora route). The grid in the northeast portion of the city is skewed in response to the PERy's Sierra Madre line (now Sierra Madre Boulevard). The northwest part of San Marino, containing the most prominent hills and the largest lots, is marked by curvilinear streets responding to the natural contours of the landscape (ARG, 2020).

Rail operation continued until October 6, 1950, when the line was abandoned in favor of motor coaches. The median of what is now Huntington Drive was part of this line and was developed with grass and trees after the PERy's abandonment. The roadways on either side of the median were reconfigured from bidirectional traffic to one-way traffic.

San Marino Women's Club

During the 1930s, there were many organizations in the community in San Marino that gathered for music, book reviews, and various other activities. However, there were few organizations for women. On June 8th, 1936, a group of 52 women gathered at the San Marino Police Department courtroom to organize a local women's club. By the time the San Marino Woman's Club was completely organized, the club already had around 420 members (San Marino Tribune, January 7, 2016). The club catered to elite married white women who could afford to pay the $10 dues and had time to attend frequent events and do charity work. Most of these women had live-in domestic help in the 1930s and 1940s; those who took on leadership roles were in their forties and fifties, with grown or nearly-grown children.

The San Marino Woman's Club members were required to wear black dresses and black hats with a pair of white gloves. There were 16 different guilds within in the club: music, drama, literature, writers, home craft, philanthropy, foreign language, current events, travel, bible, home interior, language, sports, public affairs, flower, and garden. Regular meetings were held at Henry E. Huntington Middle School auditorium while the guild meetings were held at homes of the members. The club raised funds for a slightly used ambulance, which it donated to the city in 1940. This was just one of many charitable contributions the group made to the community over the decades.

In 1939, the club purchased the property at 1800 Huntington Drive for $6,000 to build a clubhouse for its growing membership. At the time, the property held a residence and was surrounded by open fields.

Members raised most of the funds to complete the clubhouse through bazaars, rummage sales, parties, and various entertainment events over a 10-year period. Fundraising efforts were suspended when the US entered World War II in 1942, and construction remained difficult immediately after the war in the late 1940s. They also made an appeal to the public for funds. In 1949, the club requested and received variances from San Marino City Council because the parcel was zoned for residential use and required setbacks that did not fit in with the club's plans for the property. By the end of the decade, the club had $57,000 on hand, and was able to borrow an additional $35,000 in 1951 to construct the clubhouse, which was completed in 1952.

In addition to club meetings and events, the facility was used for a variety of community and private functions such as wedding receptions and sorority events. Over the years, the club's charitable contributions were numerous and included the endowment of a bed at the Orthopedic Hospital, nursing scholarships, Toys for Tots, and others. They also provided help to the Assistance League, American Red Cross and the City of Hope.

The San Marino Woman's Club moved its organization to Pasadena in 2004, and the City purchased the building in 2005.

Project Site Area Development

The SMC was constructed in approximately 1951/52. Adjacent to the SMC are the Crowell Library (west) which was constructed in 1951/52, at about the same time as the construction of the SMC. The Henry E. Huntington Middle School (constructed in 1918) is located directly east of the SMC, and the Valentine Elementary School (east of the middle school), constructed in 1938, and the San Marino Unified School District offices, located within the middle school grounds. The Crowell Library was reconstructed to its current design between 2006 and 2008.

4.5.3 Cultural and Archaeological Resources Study and Results

BCR Consulting conducted a survey of the Project site through a field survey and a records search. The records search was conducted at the South Central Coastal Information Center and through review of various other State, federal and local databases (Appendix C) for the Project site and a 1 mile radius.

The records search revealed that in June 2011 the SMC underwent a required historical review as part of a project to install an ADA compliant door and other features, which was being funded through the federal Housing and Urban Development through the County of Los Angeles Community Development Block Grant program.

The architectural style was identified in the 2011 study as "Modern Colonial Revival," which is not recognized as a unique style of architecture. Designed by architect Marion Varner as one of his earlier designs, the SMC large primarily one-story building with a flat roof and raised parapet along the rear and side elevations. The front elevation features a side-facing medium gable roof with an offset front gable wing. An L-shaped porch runs across the front elevation and is supported by decorative wrought iron posts. The roof is covered with wood shingles. A large multi-paned steel framed window is located below the main front gable. Underneath the window is brick trim. A tall exterior brick chimney is located on the northeast elevation. Windows are primarily multi-paned steel casements. Siding is stucco and foundation is concrete. The interior of the building when first built contained a large auditorium, dining room, meeting

room and office. There were two additions in 1958 and a separate modular building in rear, constructed at an unknown date.

The 2011 study identified that the integrity of the building appeared sufficient for eligibility to the National Register of Historic Places as follows:

- Location: The property at 1800 Huntington Drive is in its original location.
- Setting: The historic setting of the property was found to be partially intact. The relationship to the adjacent library and school remain. However, the original 1950 library was replaced with a new library building within the last several years.
- Design: The original design of the 1952 building was primarily intact except for changes to the front entrance doors and two small additions in 1958 done in the same style.
- Materials: The integrity of materials was found to be somewhat intact.
- Feeling and Association: The feeling and association as a woman's club was no longer intact since the building is now the San Marino Community Center, but it continues to function to serve the community.

The California OHP concurred with this recommendation on August 5, 2011; therefore, in accordance with the OHP policy, the SMC was formally listed in the California Register of Historical Resources (California Register) under Criterion 1, for association with an event important to the history of the San Marino community. The OHP identifies the SMC as being listed on the California Register through its listing on the State's Built Environment Resource Directory (BERD).

During the 2021 fieldwork, BCR Consulting confirmed that that the SMC retained the integrity to convey its historic significance as identified in 2011. No other cultural or archaeological resources were identified within the subject property boundaries.

4.5.4 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Discussion

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

Potentially Significant Impact. Section 15064.5(a) of the CEQA Guidelines defines historical resources, which includes: *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*

Public Resources Code Section 5020.1(q) defines "Substantial adverse change" as the demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. CEQA Guidelines Section15064.5 (b)(1) and (b)(2) clarify that the impairment must be material and states that material impairment of a historical resource would occur when the Project "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources."

The SMC was formally listed in the California Register of Historical Resources (California Register) under Criterion 1, for association with an event important to the history of the San Marino community. The OHP identifies the SMC as being listed on the California Register through its listing on the State's BERD.

The SMC is also a City landmark pursuant to the San Marino City Code, Chapter XXIII, Article 18 Section 23.18.03 (A) "Automatic Designation."

The Project includes changing the exterior architectural design of the SMC building to better aesthetically match the adjacent Crowell Public Library and Henry E. Huntington Middle School and San Marino Unified School District offices. For example, the existing wood shake roof would be replaced with tile, and the decorative wrought iron posts would be changed to stucco columns. The SMC will remain a community center, open for community events, club meetings, City recreation staff offices, and City recreation classes.

Because the SMC is eligible for listing to the National Register, is listed on the California Register of Historic Resources, and is therefore automatically considered a City landmark, CEQA Guidelines Section 15064.5(b)(3) states that a project that follows the Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), Weeks and Grimmer (collectively referred to as "Secretary's Standards"), "shall be considered as mitigated to a level of less than a significant impact on the historical resource." The Secretary's Standards are intended to pertain to rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

Additionally, in accordance San Marino City Code Section 23.18.08 discusses procedures for the City to issue a Certificate of Appropriateness for rehabilitation of historic structures. One requirement is that the project is consistent with the Secretary's Standards and any applicable design guidelines adopted by the City.

The Project does not qualify as a preservation or rehabilitation project as under the Secretary's Standards as currently designed, according to the Cultural Resources evaluation in Appendix C. As identified in Appendix C, the proposed Project would materially alter a number of the physical characteristics of the SMC that convey its historical significance and that justify its inclusion in the California Register of Historical Resources

The CEQA Guidelines Section 15126.4(b) addresses impacts to historical resources and mitigation alternatives as follows:

> *(1) Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant.*
>
> *(2) In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.*

With respect to CEQA Guidelines Section 15126.4(b)(1), should the Project be re-designed to be consistent with the Standards, the impact would be considered to be mitigated to a less than significant level. In November 2021, the City begun exploring this alternative by consulting with Chattel Historic Preservation Consultants (Chattel), a historic preservation consultant who meets the Secretary of the Interior's Professional Qualification Standards in architecture, historic architecture, and architectural history. Chattel provided the City with a memo that outlined various components of a re-designed project that would be consistent with the Standards and still achieve symmetry with the library (Appendix C-1).

In summary, the memo in Appendix C-1 identified the following: the additions to the building (date unknown) can be removed to return the symmetry of its original design; replace the landscape planter that was removed; repaint the building to the color of the library; replace the wood shake roof with a red asphalt shingle similar to the tile color on the library; and replace the windows with a specific window type that is compliant with the original type yet would complement the window style used in the library. Within the interior, the period chandelier light fixtures are encouraged to be re-lamped, and the San Marino Women's Club emblem in the floor must be preserved. All safety and HVAC improvements can be completed as planned by the City. The memo also noted that the design must be performed in collaboration with a qualified historic preservation consultant to ensure compliance with the Secretary's Standards.

CEQA Guidelines Section 15126.4(b)(2), would allow for the City to proceed with the proposed Project by completing a Historical American Building Survey (HABS) to photo document the SMC prior to its renovation. However, CEQA Guidelines Section 15126.4(b)(2) also states that completion of a HABS does not mitigate the impacts to less than significant. This is because the proposed Project is similar to a demolition type project in that it will remove building features that convey its historical significance in accordance with its listing on the California Register of Historic Resources.

Therefore, the proposed Project, as currently designed, will cause a substantial adverse change in the significance of a historical resource because the Project will materially demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources, as identified in CEQA Guidelines Section15064.5 (b)(1) and (b)(2). The Project's impact would therefore be **Potentially Significant**.

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

Less Than Significant Impact With Mitigation Incorporated. Archaeological sites represent the material remains of human occupation and activity either prior to European settlement (prehistoric sites) or after the arrival of Europeans (historical sites). The SMC and its environs were developed between 1918 and 1950/51 on a portion of land originally known as the Cooper Ranch property, which was used for orange and pear groves. There are no known archaeological sites to be within or underlying the built environment of the Project site.

The Project will involve excavation in limited areas to depths up to 3 feet for the purpose of installing, repairing, and upgrading utilities and various foundations. Given the disturbed nature of the site, it is unlikely that archaeological resources will be uncovered. However, to ensure potential impacts are avoided or minimized, implementation of **Mitigation Measure CUL-1**, located at the end of this section.

Potential impacts to tribal cultural resources are discussed separately below in Section 4.18.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. Based on an analysis of records and archaeological survey of the property, it has been determined that the Project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the Project will be required to adhere to State Health and Safety Code Section 7050.5 if in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, is also considered a standard Condition of Approval and as pursuant to CEQA, is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

4.5.5 Mitigation Measures

The following mitigation measure is required to reduce potential impacts to unanticipated buried archaeological and cultural resources to less than significant:

CUL-1: Provision for Unanticipated Cultural/Archaeological Buried Resources: In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, and a qualified cultural/archaeologist specialist meeting Secretary of Interior standards shall be hired to assess the find. If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project. Work on the other portions of the Project outside of the buffered areas may continue during this assessment period. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed, and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission (NAHC). Any significant archaeological resources found shall be preserved as determined necessary by the Project archaeologist and offered to a qualified repository for curation. Any resulting reports will be submitted to the South Central Coastal Information Center.

4.6 ENERGY

This section describes the potential energy usage effects from implementation of the proposed Project for both construction activities as well as long-term operations. A report of estimated energy usage was prepared for the Project in September 2021 and is provided in Appendix B-1.

4.6.1 Regulatory Setting

Building Energy Efficiency Standards

The California Energy Conservation and Development Commission (California Energy Commission) adopted Title 24, Part 6, of the California Code of Regulations; energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. Title 24 ensures building designs conserve energy by requiring the use of new energy efficiency technologies and methods into new developments. Currently, the California Energy Commission (CEC) Title 24 2016 Building Energy Efficiency Standards are in effect; they were updated in 2019 and the updates took effect on January 1, 2020. The 2019 Building Energy Efficiency Standards states that nonresidential buildings will use about 30 percent less energy compared to the 2016 standards due mainly to lighting upgrades.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015 and established new clean energy, clean air, and greenhouse gas reduction goals for 2030. SB 350 establishes periodic increases to the California Renewables Portfolio Standard (RPS) Program with the target to increase the amount of electricity generated per year from eligible renewable energy resources to an amount that equals at least 33% of the total electricity sold annually to retail customers, by December 31, 2020. The SB 350 specifically calls for the quantities of eligible renewable energy resources to be procured for all other compliance periods reflecting reasonable progress in each of the intervening years to ensure that the procurement of electricity products from eligible renewable energy resources achieves 40 percent by December 31, 2024, 45 percent by December 31, 2027, and 50 percent by December 31, 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

CEQA Guidelines Section 15126.2(b)

The CEQA Guidelines identifies that if an analysis of the project's energy usage reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, and mitigate for that usage. The CEQA Guidelines indicate that the analysis should include the project's energy use for all project phases and components, including transportation-related energy,

during construction and operation. Guidance on information that may be included in the analysis is provided in Appendix F of the CEQA Guidelines.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (Appendix B-1). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the northwestern United State and Canadian provinces (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Southern California Edison (SCE), the region's electricity supplier, reports that it expects to derive 50 percent of its power from eligible renewable sources by 2030. The Renewables Portfolio Standard (RPS), which is set by the state, includes eligible renewable sources such as solar and wind energy that SCE produces or purchases.

4.6.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact. The Project would not require ground disturbances associated with excavation or grading. Minor demolition would be required. The majority of the work would be completed with hand tools or small pieces of equipment.

After construction, the proposed Project is expected to generate 19 new vehicle trips (13 inbound trips and 6 outbound trips) during the weekday AM peak hour according to the traffic analysis (Appendix E). During the weekday PM peak hour, the proposed Project is expected to generate 25 new vehicle trips (12 inbound trips and 13 outbound trips).

The Energy analysis in Appendix B-1 estimated the daily emissions based on the scope and sequence of construction activities, daily emissions were conservatively estimated using the most intensive mix of equipment over the 180-day construction period extending from June 2022 to November 2022. The common method is to calculate fuel demand based on the six phases of construction defined in California Emission Estimator Model (CalEEMod) 2020.4.0; demolition, site preparation, grading, building construction, paving and painting (i.e., architectural coating). However, for the purpose of determining maximum daily air emissions and annual greenhouse gas (GHG) emissions, three phases were used; demolition, building construction/improvements and architectural coating (i.e., painting). These data were used to conservatively estimate gasoline and diesel fuel demand during construction using the most equipment intensive operation as the basis for the calculations.

Construction is anticipated to generally require the following or a similar mix of equipment

- Air compressor, 78 horsepower at 0.48 load factor;
- Concrete/Industrial saws; 81 horsepower at 0.73 load factor;
- Crane (or similar heavy lift equipment); 231 horsepower at 0.29 load factor;
- Fork-Lift (2); 89 horsepower, 0.2 load factor;
- Rubber-tired dozer; 287 horsepower, 0.4 load factor; and
- Tractor/Loader/Backhoe (2), 97 horsepower, 0.37 horsepower.

Because this equipment mix would not be required daily throughout the duration of the Project, fuel consumption calculations likely overestimate actual diesel fuel demand. During operation, fuel demand associated with daily vehicle trips referenced above were estimated. Energy consumption (i.e., natural gas and electricity) estimated for operation of the San Marino Center post-construction were also considered in the analysis in Appendix B-1.

Table 4.6-1 identifies the estimated gasoline demand for construction workers for work occurring in 2022, as well as projected annual gasoline demand Projected for operation of the San Marino Center assuming a total of 312 daily trips and an average trip length of 16.6 miles.

Table 4.6-2 identifies the estimated diesel fuel demand for equipment operation in 2022.

Table 4.6-1: Construction Worker Gasoline Demand

2022	CO2E MT	Kg CO2e	Gallons
Worker Fuel	4.22	4,220	476
User Fuel	5.2	56,202	5,212

Table 4.6-2: Construction Equipment Diesel Demand

2022	CO2E MT	Kg CO2e	Gallons
Equipment Fuel	56.2	56,200	5,521

Project modifications to improve energy efficiency include but are not limited to window repair, replacement of HVAC systems and lighting upgrades. The Energy analysis in Appendix B-1 estimates that operation of the San Marino Center post-construction would generate an annual demand of 194,543 kBTU of natural gas and 117,636 kWh of electricity.

Energy use during construction would be temporary and construction equipment used would be typical of similar-sized construction projects in the region. In the interest of cost efficiency, construction contractors are not anticipated to utilize fuel in a manner that is wasteful or unnecessary. Therefore, Project construction would not result in a potential impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and no construction-related energy impact would occur. The Project upgrades include installation of energy efficient components to reduce energy usage during operations. Therefore, impacts would be less than significant, and no mitigation measures are required.

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

Less Than Significant Impact. Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the City is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Given the above, the proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.6.4 Mitigation Measures

No mitigation measures are required.

4.7 GEOLOGY AND SOILS

4.7.1 Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning

Earthquake fault zones were conceived in the Alquist-Priolo Earthquake Fault Zoning Act (Alquist-Priolo Act), passed in 1972 with the intent to reduce losses from surface fault rupture following the destructive 1971 San Fernando earthquake (magnitude 6.6), which was associated with extensive surface fault ruptures that damaged numerous structures.

The law requires the state geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist- Priolo Zones) - averaging about 0.25 mile wide - around the surface traces of active faults, and to publish appropriate maps that depict these zones. The maps are then distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. In general, construction within an Alquist-Priolo Zone requires a fault investigation be approved by the County prior to issuing grading and building permits. The Act seeks to prevent construction or major rehabilitation of structures used for human occupancy within 50 feet of an active fault.

An active fault, for the purposes of the Alquist-Priolo Act, is one that has ruptured in the last 11,000 years.

4.7.2 Environmental Setting

Regional Geologic Setting

The City of San Marino is located in the San Gabriel Valley in Los Angeles County, approximately 9 miles northeast of downtown Los Angeles. San Marino is bounded by the cities of Pasadena and South Pasadena to the north/northwest, the City of Alhambra to the west/southwest, the City of San Gabriel to the south, and the unincorporated communities of East San Gabriel and East Pasadena to the east (ARC 2019)

The area's topography generally slopes gently down to the south, descending from the San Gabriel Mountains, with a small group of hills in the northwestern (Oak Knoll) part of the city. The slopes generally rise north of Euston Road, Virginia Road, and Old Mill Road, and are incised with south-trending canyons and gullies and are heavily vegetated with native oak woodland wherever land is undeveloped. One channelized wash, Rubio Wash, runs from Robles Avenue (north of San Marino High School) south past the southern city limits (ARG 2020).

Soils

The Project site soils are classified by the US Dept. of Agriculture as Urban land-Azuvina-Montebello complex, 0 to 5 percent slopes. This type of soil is identified as urban uses constructed over remnant alluvium (USDA 2021).

Liquefaction

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. There are no liquefaction zones in the city (CSM, Feb 2019, refer to maps in Appendix H). In addition, Project construction would comply with California Building Code, which requires that structures be designed and constructed to resist seismic hazards, such as liquefaction, through foundation design, making potential risks to life or property related to liquefaction less than significant.

Faulting

The City of San Marino is located in the southern California basin, a complex geological region that has a history of seismic activity due to the number of faults in the region. There are two active fault systems - the San Andreas and San Gabriel. There is also a system of faults associated with the transverse ranges.

The Raymond Hill Fault is an active fault with a known length of 12 miles, extending through the cities of Monrovia, Arcadia, Pasadena, San Marino, and into the Highland Park neighborhood of the City of Los Angeles. The fault traverses east-west through the City, and approximately 0.5 mile north of the SMC. Due to its active status, this has been identified as an Alquist-Priolo Hazard Zone.

Classified as a "left-lateral," the Raymond Hill Fault slip rate is estimated between 0.10 and 0.22 millimeters per year. The most recent surface rupture was during the Holocene era (within the past 10,000 years). It is estimated that the interval between ruptures is roughly 4,500 years. Although the exact nature of the slip has been debated, the fault produces an obvious south-facing scarp along much of its length. The steepness of the fault scarp that can be seen in both Arcadia and San Marino indicates that there has not been significant erosion recently, but depression along the fault trace suggests recent, small movements. The most recent activity on the Raymond fault was from the Pasadena earthquake in December 1988.

4.7.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• 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				X

Division of Mines and Geology Special Publication 42.				
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?				X
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
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- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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.*
- *Strong seismic ground shaking?*
- *Seismic related ground failure, including liquefaction?*
- *Landslides?*

Less than Significant Impact. The Project is located in Southern California, a seismically active area and susceptible to the effects of seismic activity include rupture of earthquake faults. The Project is not located on or near a Alquist-Priolo Earthquake fault. The closest known active earthquake fault

with a documented location is the Raymond Fault Zone located approximately 0.5 mile to the north, in Lacy Park. In addition, other relatively close active faults include the San Andreas fault located approximately 13.5 miles to the northeast, the Elsinore fault located approximately 21.4 miles to the southwest, and the Cucamonga fault located approximately 24 miles to the north.

All proposed improvements would comply with the latest seismic provisions of applicable building codes, designed to reduce impacts to earthquakes.

The City of San Marino's *Local Hazard Mitigation Plan* (CSM, Feb 2019) identifies that the City is not subject to liquefaction.

The Project site and the surrounding area is flat; thus, there is no potential for landslides.

Overall, the impact is less than significant, and no mitigation is required.

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

Less Than Significant. Construction activities associated with the Project would not require earth moving to the extent that it would expose soil that would temporarily increase erosion susceptibility. Excavation for the Project only consists of shallow utility trenches. Therefore, there are no impacts.

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?

No Impact. Refer to the discussion of Thresholds above for a discussion of hazards associated with liquefaction and landslide hazards. As noted, there is no potential for landslide or liquefaction.

Therefore, because no aspects of the proposed Project could increase the likelihood of landslides, lateral spreading, subsidence, liquefaction, there are no impacts.

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?

No Impact. The subsurface soils primarily consist of urbanized compacted soil. There will be no impacts, and mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The building would remain connected to the existing sewer system. The Project does not propose to install any septic tanks or alternative wastewater disposal systems. No impacts would occur.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation Incorporated. The Project will conduct minor utility excavation, and no paleontological resources are anticipated to occur. However, implementation of **Mitigation Measure CUL-1** describes procedures if unanticipated cultural resources are found. A qualified cultural/archaeological resource specialist typically also have training in paleontological resources, and/or be able to identify which paleontological resources are significant and engage additional professionals. Implementation of this mitigation measure will also reduce potential impacts to paleontological resources if discovered.

4.7.4 Mitigation Measures

No mitigation measures are required.

4.8 GREENHOUSE GAS EMISSIONS

An Air Quality/Greenhouse Gas Assessment for the Project was prepared in June 2021 (Appendix B).

4.8.1 Regulatory Setting

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

Assembly Bill 32

In 2006, the CA Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 designed to further the goals established in EO S-3-05, which was an Executive Order signed in June 2005 by then CA Governor Arnold Schwarzenegger. AB 32 requires California to reduce its GHG emissions to 1990 levels by 2020. Under AB 32, CARB is responsible for and is recognized as having the expertise to carry out and develop the programs and requirements necessary to achieve the GHG emissions reduction mandate of AB 32. Further, in 2008, CARB adopted the Scoping Plan in accordance with Health and Safety Code, Section 38561. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions for various emission sources/sectors to 1990 levels by 2020. The Scoping Plan undergoes updates as more data becomes available.

Senate Bill 32 and Assembly Bill 197

SB 32 and AB 197 (enacted in 2016) are companion bills that set new statewide GHG reduction targets, make changes to CARB's membership, increase legislative oversight of CARB's climate change–based activities, and expand dissemination of GHG and other air quality–related emissions data to enhance transparency and accountability. More specifically, SB 32 codified the 2030 emissions reduction goal of EO B-30-15 by requiring CARB to ensure that statewide GHG emissions are reduced to 40% below 1990 levels by 2030. AB 197 established the Joint Legislative Committee on Climate Change Policies, consisting of at least three members of the Senate and three members of the Assembly, in order to provide ongoing oversight over implementation of the state's climate policies. AB 197 added two members of the Legislature to CARB as nonvoting members; requires CARB to make available and update (at least annually via its website) emissions data for GHGs, criteria air pollutants, and toxic air contaminants from reporting facilities; and requires CARB to identify specific information for GHG emissions reduction measures when updating the Scoping Plan.

South Coast Air Quality Management District

The Project is within the SCAB, which is under the jurisdiction of the SCAQMD. California Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, but contain no suggested thresholds of significance for GHG emissions. Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. In 2008 the SCAQMD adopted quantitative significance thresholds for GHGs.

Rule 2700 of the SCAQMD currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration. The 2008 adopted SCAQMD threshold considers emissions of over 10,000 metric tons CO2E /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. SCAQMD also published a five-tiered draft GHG threshold which includes a 10,000 metric tons of CO_2e per year for industrial projects and two options for non-industrial projects. Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

Tier 1	consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
Tier 2	consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
Tier 3	consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant: - Industrial projects: 10,000 $MTCO_2e$ per year - Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; and mixed use is 3,000 $MTCO_2e$ per year or - All non-industrial land use types: 3,000 MTCO2e per year
Tier 4	has the following options: - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined - Option 2: Early implementation of applicable AB 32 Scoping Plan measures - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;

	- Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
Tier 5	involves mitigation offsets to achieve target significance threshold.

Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons CO_2E /year (Appendix B). Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

Local jurisdictions, such as the City of San Marino, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. The City of San Marino is in the process of developing its Climate Action Plan (CAP), but does not yet have an approved CAP. Therefore, for the purpose of evaluating potential project related impacts, the SCAQMD threshold of 3,000 (Tier 3) annual metric tons is used herein due to the land use type.

4.8.2 Environmental Setting

Global Climate Change (GCC) refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2 (carbon dioxide), N_2O (nitrous oxide), CH_4 (methane), hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). These gases are released into the atmosphere by both natural and anthropogenic (human) activity. Without the natural greenhouse gas effect, the earth's average temperature would be approximately 61° Fahrenheit (F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

Since 1988, many countries around the world have made an effort to reduce GHG emissions since climate change is a global issue. Over the past 30 years, the United States, and the State of California, have enacted a myriad of regulations that have evolved over time aimed at reducing GHG emissions in transportation, building and manufacturing.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO2 and NOX. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

Local jurisdictions, such as the City of San Marino, have the authority and responsibility to reduce air pollution through its police power and decision-making authority.

For the purposes of Greenhouse Gas Analysis (Appendix B), the focus was on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to Global Climate Change (GCC) from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

4.8.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. 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	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Less Than Significant Impact. The greenhouse gas emissions from Project construction equipment and worker vehicles are shown on Table 6 of Appendix B. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 2 metric tons of CO_2e per year. Annual CalEEMod output calculations are provided in Appendix A of Appendix B.

Operational emissions occur over the life of the Project. The operational emissions for the Project are 31 metric tons of CO_2e per year as shown in Table 7 of Appendix B. These emissions would not exceed the SCAQMD 3,000 metric ton annual threshold for non-industrial projects.

Therefore, the proposed Project's GHG emissions are considered to be less than significant, and no mitigation is required.

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

As stated previously, the applicable plan for the proposed Project is the SCAQMD's tier 3 thresholds which used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.

Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post 2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Project will be required to comply with these regulations as they come into effect.

The City of San Marino is in the process of developing its Climate Action Plan (CAP), but does not yet have an approved CAP. Therefore, for the purpose of evaluating potential Project-related impacts, the SCAQMD threshold of 3,000 (Tier 3) annual metric tons is used herein. The Project is therefore in compliance with the Tier 3 annual metric tons guidelines.

Therefore, the impacts are less than significant, and no mitigation is required.

4.8.4 Mitigation Measures

No mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Regulatory Setting

The City of San Marino has a mutual aid agreement with nearby fire departments from Burbank, Glendale, and Los Angeles County Fire Department (LACoFD). The Cities of Burbank or Glendale will respond to hazardous materials incidents within the City of San Marino. In the event of a hazardous materials incident, either City would provide a qualified hazardous materials response unit. In case a Burbank or Glendale unit is not available, the County of Los Angeles would be utilized to provide hazardous materials units to the City. The San Marino Police Department (SMPD) is responsible for maintaining the free flow of traffic through the City's transportation corridors and providing for the safety of the public. In the event of a hazardous materials spill/release, it would be the SMPD's responsibility to cordon off the area limiting access to only the appropriate emergency response personnel. In addition, SMPD personnel would be responsible for any necessary evacuations (CSM Feb 2019).

The air toxics provisions of the Clean Air Act (CAA) require EPA to develop and enforce regulations to protect the public from exposure to airborne contaminants that are known to be hazardous to human health. In accordance with Section 112 of the CAA, EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP). The list of hazardous air pollutants (HAP), or "air toxics", includes specific compounds that are known or suspected to cause cancer or other serious health effects.

Asbestos was one of the first hazardous air pollutants regulated under the air toxics program. Three of the major health effects associated with asbestos exposure are lung cancer, mesothelioma, and asbestosis. On March 31, 1971, EPA identified asbestos as a hazardous pollutant, and on April 6, 1973, EPA promulgated the Asbestos NESHAP, currently found in 40 CFR Part 61, Subpart M. The Asbestos NESHAP has been amended several times, most comprehensively in November 1990. In 1995, the rule was amended to correct cross-reference citations to other federal and EPA rules governing asbestos.

SCAQMD Rule 1403

The SCAQMD specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM). The requirements for demolition and renovation activities include asbestos surveying, notification, ACM removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials (ACWM). All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

4.9.2 Environmental Setting

A hazardous material is a substance that is toxic, flammable/ignitable, reactive, or corrosive. Extremely hazardous materials are substances that show high or chronic toxicity, carcinogenic, bioaccumulative properties, persistence in the environment, or that are water reactive. Improper use, storage, transport, and disposal of hazardous materials and waste may result in harm to humans, surface and groundwater degradation, air pollution, fire, and explosion.

Typical equipment which may contain fuel or hydraulic oil that may be used during construction could include a crane, a forklift/pallet jack, jackhammers, and demolition saws.

Additionally, the SMC was constructed in 1952. Asbestos was used extensively in building construction from the early 1940s through the 1970s as highly-effective and inexpensive fire-retardant material and thermal and acoustic insulator. Asbestos is most commonly found as thermal insulation on pipes, but also may be found in certain types of floor and ceiling tiles. There are two types of asbestos: "friable" and "non-friable." Friable asbestos generally contains more than 1 percent asbestos by weight or area, and can be crumbled, pulverized, or reduced to powder by the pressure of an ordinary human hand, which releases fibers. Non friable asbestos generally contains more than 1 percent asbestos but cannot be pulverized under hand pressure and generally does not release asbestos fibers.

In November 2021, the City performed a "Comprehensive Hazardous Materials Survey Report" (Vista, November 2021), which is on file with the City Public Works Department. This report will be integrated into the construction documents and contractor compliance.

The results of the survey and testing indicate that hazardous or regulated materials are present at the Project site including asbestos and lead based paint. Asbestos was found to occur in various materials typically used at the time of the building's construction including but not limited to: flooring, sealing mastic in various locations and various areas of the plaster walls and ceiling. Removal of these hazardous and/or regulated materials is part of the Project construction. The City is required to comply with all regulations related to disturbance and/or removal operations of hazardous materials. State law requires that asbestos-containing materials, or those assumed to contain asbestos, must be performed by a registered and State licensed asbestos removal contractor in accordance with Title 8 of the California Code of Regulations, Section 1529 (8 CCR 1529).

4.9.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. 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	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
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		

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	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		X		
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. Construction of the proposed Project would involve the use of construction-related chemicals. These include but are not limited to hydraulic fluids, motor oil, grease, runoff, and other related fluids and lubricants. The construction activities would involve the disposal and recycling of materials, trash, and debris. The City's *Local Hazards Mitigation Plan* addresses potential hazards in the City and identifies activities to reduce risks and damages associated with hazards, including disposal of hazardous materials due to human activities.

In general, operations are not anticipated to handle hazardous materials, aside from routine cleaning supplies. The proposed Project would comply with local, state, and federal requirements for proper storage and handling of hazardous materials, including development of a hazardous materials business plan if required. In addition, the Project would implement Best Management Practices to minimize impacts in the event of a spill or release of hazardous materials used on site. These include, but are not limited to routine cleaning, inspection, and maintenance, development of procedures to mitigate spills, provide signage in construction areas, proper storage and handling procedures, and providing secondary containment of liquid materials. Activities inside the building are not anticipated to require the transport, use, or disposal of hazardous materials, therefore, the impact of operations is less than significant.

With mandatory regulatory compliance with federal, State, and local laws (as described above), potential hazardous materials impacts associated with construction of the Project would be less than significant and no mitigation is required.

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

Less than Significant Impact With Mitigation Incorporated. Construction and operation of the Project would involve the routine transport, use, or disposal of hazardous materials on- and off-site.

Construction activities would require the temporary use of hazardous substances, such as fuel, lubricants, and other petroleum-based products for operation of construction equipment as well as oil, solvents, or paints. As a result, the proposed Project could result in the exposure of persons and/or the environment to an adverse environmental impact due to the accidental release oil, solvents, or paints. However, the transportation, use, and handling of these materials would be temporary and would coincide with the short-term Project construction activities. Further, these materials would be handled and stored in compliance with all with applicable federal, state, and local requirements, any handling of hazardous materials would be limited to the quantities and concentrations set forth by the manufacturer and/or applicable regulations, and all hazardous materials would be securely stored in a construction staging area or similar designated location within the Project site. In addition, the handling, transport, use, and disposal of hazardous materials must comply with all applicable federal, state, and local agencies and regulations, including the Department of Toxic Substances Control; Occupational Health and Safety Administration (OSHA); Caltrans; and the County Health Department - Hazardous Materials Management Services.

Compliance with local, state, and federal regulations would minimize short-term construction impacts associated with the handling, transport, use, and disposal of hazardous materials would be less than significant.

During asbestos removal, the City and the contractor is required to comply with regulations that include but are not limited to, and which are outlined in the "Comprehensive Hazardous Materials Survey Report" (Vista, November 2021), which is on file with the City Public Works Department:

- All disturbance and/or removal operations of asbestos containing materials (ACMs), including Assumed ACMs must be performed by a Cal/OSHA registered and State licensed asbestos removal contractor in accordance with Title 8 of the California Code of Regulations, Section 1529 (8 CCR 1529). Notification must be provided to the Division of Occupational Safety and Health (Cal/OSHA) 24 hours prior to commencing such activities in accordance with 8 CCR 5203. All disturbance and/or abatement operations should be under the direction of a California Certified Asbestos Consultant.

  Should the removal of identified asbestos-containing materials involve at least 100 square feet then a 14 calendar day written notification to the South Coast Air Quality Management District (SCAQMD) in accordance with Rule 1403, and a 24 hour written notice to Cal/OSHA prior to the initiation of such activities are required. Notification to employees and contractors working within the building should be made in accordance with the California Health and Safety Code, Section 25915 *et.seq.,* and Proposition 65.

- All activities involving potential and identified lead-containing surfaces should be performed in accordance with California Health & Safety Code sections 17920.10 and 10525, 10525.7, Title 8, California Code of Regulations (CCR), Section 1532.1. In addition, all activities involving identified lead-based paints (LBP) must be performed in accordance with Title 17, CCR, Division 1, Chapter 8, Sections 35001 through 36100, and 40 CFR 745 which proscribe the use of California Department of Public Health (CDPH) or Federal EPA certified firms, workers, work practices, and other requirements.

  Written notification to Cal/OSHA must be accomplished should LBP activities involve equal to or more than 100 square feet or 100 linear feet of removal in accordance with the requirements of 8 CCR 1532.1. Written notification to CDPH may be required.

  Any welding, cutting or heating of metal surfaces containing surface coatings should be conducted in accordance with 8 CCR 1537 Welding, Cutting, and Heating of Coated Metals. This standard requires surfaces covered with toxic preservatives, and in enclosed areas, be stripped of all toxic coatings for a distance of at least 4 inches, in all directions, from the area of heat application prior to the initiation of such heat application, or 8 CCR 1536 Ventilation Requirements for Welding, Brazing, and Cutting.

Therefore, because the City and its contractors are required to comply with federal, State, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and the release of hazardous materials into the environment would be less than significant.

However, due to the age of the building and the potential for hazardous wastes to be discovered during construction that was not identified in the hazardous waste survey, **Mitigation Measure HAZ-1,** located at the end of this section, will ensure that potential impacts from hazardous waste that was not identified in the report are less than significant by stopping work and having the suspect material evaluated as a potentially hazardous material.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact With Mitigation Incorporated. The proposed Project is adjacent to the Huntington Middle School. And while the contractors will be handling all equipment and materials in accordance with State, federal and local regulations which will minimize potential emissions, implementation of **Mitigation Measures HAZ-1** and **HAZ-2,** located at the end of this section, will ensure that potential impacts from potential emissions and construction debris are minimized to less than significant.

d) Would the project 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?

Less Than Significant Impact. Section 65962.5(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit

to the Secretary for Environmental Protection, a list of all the following: ....(1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Project site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Project site.

Based on the result of the database review, the Project site has not been identified in accordance with Section 65962.5 of the Government Code.

The site is located within the San Gabriel Valley Groundwater Basin. Portions of the San Gabriel Valley Groundwater Basin have been listed on the National Priority List (NPL), or Superfund Site, for volatile organic compound (VOC) impacted groundwater. These areas of impacted groundwater are referred to by the EPA as "Operable Units." The Operable Units are contaminated with chlorinated solvents, namely trichloroethene (TCE) and tetrachloroethylene (PCE), which were historically used by the commercial and industrial facilities located in these areas.

The Project site is located near Area 3 Operable Unit, but not within any known groundwater plumes (refer to Exhibit 4-1 located at the end of this section). In addition, and the Project site is not listed on the EPA database as being a potentially responsible party. Based on this information, there is a low likelihood that elevated concentrations of VOCs are present in groundwater beneath the site or that the site has contributed to the regional groundwater issue.

The scope of work entails working above the ground surface on the interior and exterior of an existing community center. Any exterior work will be focused on the stucco, window and door replacement, tree protection measures by way of protective screens, new landscaping and hardscape work. The hardscape work will only required the removal and reestablishing of approximately 3 inches of the top soil. The Project does not include trenching or boring into the earth in order to capture groundwater. As a result, the Project would not contribute constituents to the Superfund site, therefore, there will be a less than significant impact, and no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. No airports exist within 2 miles of the Project site. There would be no impact, and no mitigation is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact With Mitigation Incorporated. No construction equipment or operations would necessitate lane closures along Huntington Drive. As a result, construction of the proposed Project would have no impact on City emergency response or evacuation plans.

The Crowell Library, located adjacent to the SMC, also has an evacuation plan that allows patrons easy access to its parking lot and exit onto West Drive.

The Huntington Middle School and SMC have shared the same parking lot for decades. To date there has been no emergency documented that caused a conflict of the parking lot or the buildings. Because the City desires to offer the SMC for larger venues as outlined in Table 2.2-1, and the parking lot is a shared resource, there may be an unknown future event that may conflict with the SMC and the Huntington Middle School's use of the parking lot and/or the buildings. For example, the school may use the parking lot to evacuate students to a safe distance in the event of an emergency inside the school grounds, such as a fire or earthquake. During Project construction, construction equipment and personnel may occasionally be staged in the parking lot during various phases of construction. In the event the school would need to utilize the parking lot for an evacuation during construction, implementation of **Mitigation Measure HAZ-2,** located at the end of this section, will ensure potential impacts to the school's evacuation plan are reduced to less than significant.

During Project operations, SMC patrons would be utilizing the parking spaces within the shared parking lot. In the event the school needed to utilize the entire parking lot for an evacuation or evacuation staging, or conversely, the SMC patrons needed to utilize the parking lot for an evacuation of the SMC, both school personnel and SMC patrons may be required to relocate their vehicles and/or coordinate emergency personnel and resources. Implementation of implementation of **Mitigation Measure HAZ-3,** located at the end of this section will also ensure that both the SMC and the Huntington Middle School have appropriate communication during emergencies that require evacuation.

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

No Impact. The Project is located in an urban area, and there are no wildlands in the vicinity of the Project. The new facilities will be constructed in accordance with all local, State and federal regulations regarding fire safety devices, including but not limited to fire sprinklers in the building. Therefore, there is no impact, and no mitigation is required.

4.9.4 Mitigation Measures

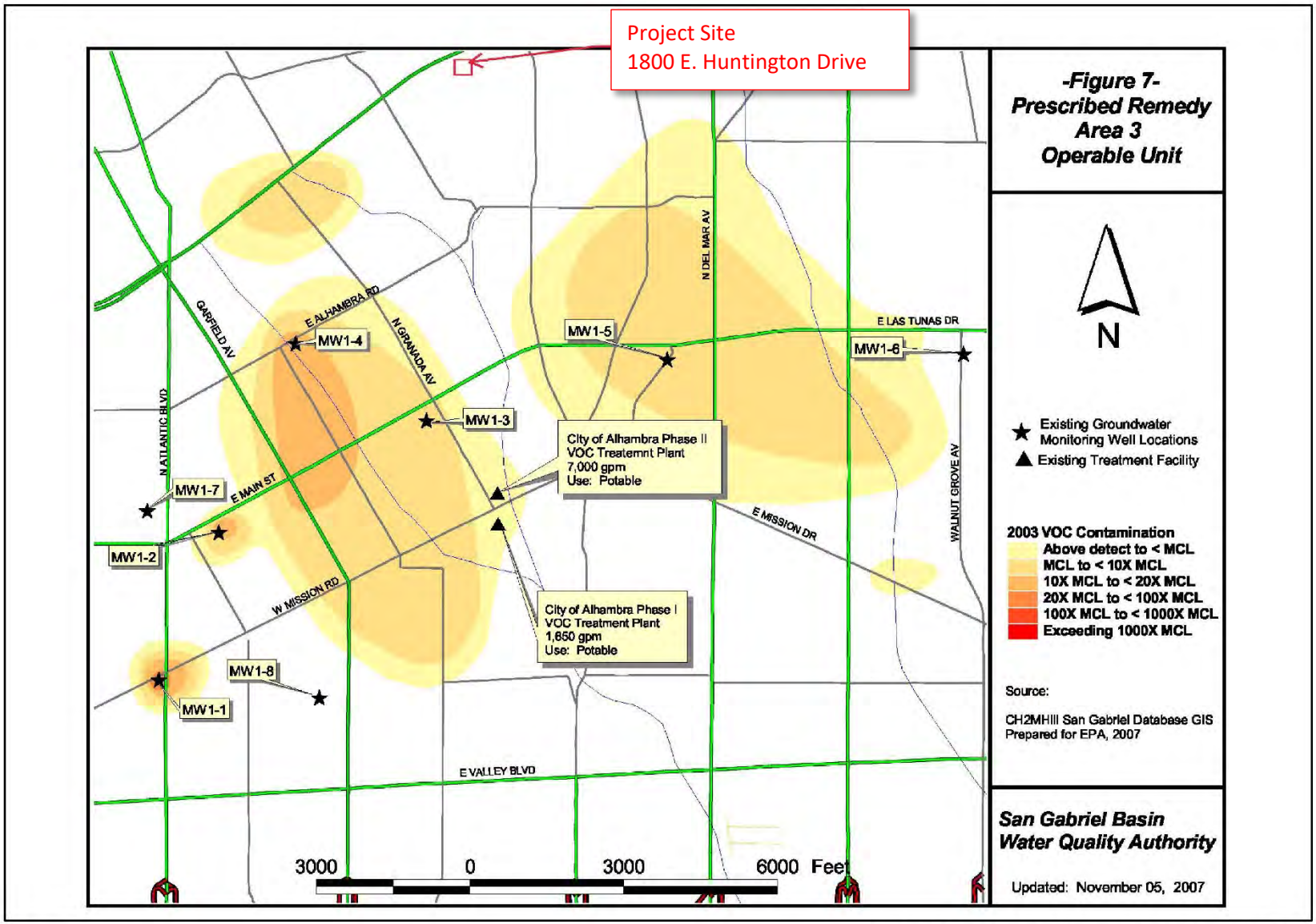
The following mitigation measures are required to reduce potential impacts to less than significant:

HAZ-1: Unanticipated Encounters With Hazardous Waste: Following the abatement of hazardous materials by contractors licensed to remove said materials, should materials similar to those identified in "Comprehensive Hazardous Materials Survey Report" (Vista, November 2021), or if other forms of suspect hazardous materials are discovered during the remaining work activities, maintenance personnel and/or contractors must immediately cease work activities which may initiate an exposure episode, and notify the City Public Works Department manager. All such materials should be assumed to be hazardous and handled accordingly until properly tested and assessed.

HAZ-2: Construction Safety and Evacuation Plan: Prior to the start of Project construction, the City shall designate construction equipment and materials safety and staging areas for the City employees and contractors to follow during construction. The staging area plan shall be prepared collaboratively with and/or approved by the San Marino Unified School District and Huntington School personnel. Additional items to be addressed in the plan shall include but not be limited to safety barrier locations, identifying a clear walking path for students, posting hazard signs, and identifying a construction communication protocol between City and School staff.

Additionally, the plan shall address the evacuation protocol for the school, and procedures that the City and contractor must adhere to in the event of a school evacuation during SMC construction.

HAZ-3: Shared Evacuation Plan – Operations. The City shall work with the San Marino Unified School District and Huntington School to create an evacuation plan that addresses procedures if an emergency occurs that effects both facilities, as well as emergency communication protocols when an emergency would impact the parking lot for both facilities.



SAN MARINO CENTER IMPROVEMENT PROJECT

Area 3 Operable Unit

Exhibit 4-1

FLMT CONSULTING

Not to Scale

Source: Los Angeles County

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Regulatory Setting

The Los Angeles Regional Water Quality Control Board also requires that dischargers whose construction projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). The SWPPP would include BMPs to be implemented during and after Project construction to minimize erosion and sedimentation of downstream watercourses. Only minor utility trenching is proposed for the Project.

4.10.2 Environmental Setting

The Project site is located within the Los Angeles River Watershed (HCU8). The Los Angeles River Watershed is one of the largest in the Region at 824 square miles; the river is 55 miles long. It is also one of the most diverse in terms of land use patterns. Approximately 324 square miles of the watershed are covered by forest or open space land including the area near the headwaters which originate in the Santa Monica, Santa Susana, and San Gabriel Mountains. The rest of the watershed is highly developed.

The Project lies within the Arroyo Seco subwatershed of the Los Angeles River, which stretches from the San Gabriel Mountains to downtown Los Angeles, and drains into the Los Angeles River at the confluence in Lincoln Heights.

Floodplains

The Project site does not contain any natural drainages or waterways. The Flood Insurance Rate Map issued by the Federal Emergency Management Agency (FEMA) indicates that the Project site is located within Zone X / “shaded” (Map 06037C1675F). Zone X is defined as an area of moderate and minimal flood risk. Shaded areas are characterized as moderate risk within the 0.2-percent-annual-chance floodplain, areas of 1-percent-annual-chance flooding where average depths are less than 1 foot, areas of 1-percentannual-chance flooding where the contributing drainage area is less than 1 square mile, and areas protected from the 1-percent-annual-chance flood by a levee.

4.10.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:				
• result in substantial erosion or siltation onsite or offsite;				X
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;				X
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				X
• impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation??				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

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

Less Than Significant. The Project is to improve and operate an existing building and does not involve grading that would impact surface waters. No changes or improvements are planned to the existing on-site stormwater flow or flow direction. Ground disturbance consists of limited, minor utility trenching, less than 1 acre, therefore, no SWPPP is required. The impact is less than significant, and no mitigation is required.

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

Less Than Significant. The Project is to improve and operate an existing building and does not impact groundwater supplies. Potable and non-potable water usage is not anticipated to increase above historic existing levels after completion of the Project. The impact is less than significant, and no mitigation is required.

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:

- *result in substantial erosion or siltation onsite or offsite;*
- *substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;*
- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
- *impede or redirect flood flows?*

No Impact. The Project is to improve and operate an existing building on a paved site. No changes to the existing on-site drainage patterns are proposed, nor are there any natural drainages on site. Additionally, the Project will not create new impervious surfaces. There will be no impacts, and no mitigation is required.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. According to the FEMA flood map, the Project site is located within Zone X / "shaded" (Map 06037C1675F), outside the 100-year floodplain, therefore is not in a flood hazard zone. The proposed Project is located inland, more than 40 miles northeast of the Pacific Ocean, and therefore not subject to a tsunami. There are no bodies of water in the vicinity of the site where the oscillation in the water level of a lake or partially enclosed body of water could impact the

site; therefore, the site is not located in or near any seiche zone. There are no impacts, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The proposed Project is to improve an existing building that is used for recreational purposes. There will be no grading or changes in the existing grading, drainage patterns or existing use.

4.10.4 Mitigation Measures

No mitigation measures are required.

4.11 LAND USE PLANNING

4.11.1 Environmental Setting

The Project is located within the City limits. The Project proposes to improve an existing City building that is used for recreation. The Project site is zoned R-1, Residential. According to Section 23.02.01 of the San Marino Municipal Code, Recreational and child care activities may be conducted by the City of San Marino on properties in residential zones that are owned by the City.

4.11.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Discussion

a) Would the project physically divide an established community?

No Impact. The Project proposes to improve an existing City building to continue use as a community center. No zoning or land use revisions are proposed that would divide the community. No impacts would occur, and no mitigation is required.

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

Potentially Significant. The Project's Land Use Designation is Very Low Density Residential. In 1949, the San Marino Women's Club requested and received approval from San Marino City Council because the parcel was zoned for residential use, and the intended use of a community center and building setbacks did not fit in with the club's plans for the property. The Project will not change the land use or use of the building as a public gathering space as it has existed for decades. Moreover, according to Section 23.02.01 of the San Marino Municipal Code, Recreational and child care activities may be conducted by the City of San Marino on properties

in residential zones that are owned by the City. Therefore, the Project is consistent with the City's Land Use designation.

The City's General Plan and Circulation Element identifies Goals, Policies and Implementation measures that guide the City's actions. "Goals" represent a synthesis of input from those who live and work in the City of San Marino and define desired General Plan outcomes. "Policies" provide the overall direction for choosing among alternative courses of action necessary to achieve the Goals while also providing a measure of flexibility needed to adapt the action to changes over the life of the General Plan. "Implementation Measures" are specific, discreet actions the City may take to achieve the future conditions reflected in the General Plan element. Implementation Measures define the municipal work program for providing transportation improvements needed to meet Goals identified in the General Plan element, consistent with the element's policies.

When the Project is evaluated against the City's goals and objectives of its General Plan and Circulation Element, the Project is generally consistent with the City's Vision Statement, identified in the following excerpt from the General Plan:

> *The city government embraces the values of the community, and recognizes the need to make our City more attractive, more desirable, and more responsive to the changing needs of its citizens. Decision makers are accessible to residents. Although the City adapts to change in a deliberate way, its intent is to satisfy residents' needs while protecting its financial resources.*

Table 4.11-1 at the end of this section provides an evaluation of Project consistency with the specific Goals and Policies identified in the Circulation Element and General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect. For the purposes of Table 4.11-1, only those Goals, policies and implementation measures that are applicable to the Project approvals are identified.

In summary, Table 4.11-1 identifies the following:

- **Circulation Element:** Consistent.

- **General Plan - Land Use Chapter**
  - Section One - Land Use Designations - Consistent
  - Section Three – Preservation - **Inconsistent**

- **General Plan – Community Services Chapter**
  - Section One – Recreational Services: Consistent

- **General Plan – Safety Chapter**
  - Section Four – Noise: Consistent

In general, the Land Use Chapter, which includes Section Three – Preservation, identifies the following overarching guiding principals for its Goals, Policies and Implementation Measures:

1. *Maintain the residential character of San Marino.*
2. *Protect the single-family home pattern of development in San Marino neighborhoods.*

3. *Protect existing lot sizes and discourage lot subdivisions that are incompatible with the neighborhood in which they are located.*
4. *Support unique commercial areas - business activities should meet the needs of local residents while recognizing that some businesses are attractive regionally.*
5. *Perpetuate a healthy, but contained and limited, commercial environment as a service and convenience to San Marino residents, without detrimental encroachment upon the single-family areas of the community.*
6. *Accommodate future needs for municipal facilities.*
7. *Protect existing and provide for more recreational space for residents.*
8. *Cooperate with The Huntington and support the Old Mill as local cultural resources.*
9. *Ensure high quality design characteristics of existing and proposed structures in San Marino.*
10. *Ensure that new development is compatible with established neighborhoods.*
11. *Preserve significant historic properties on the State Register and National Register.*
12. *Maintain the current standard of high-quality and well-maintained properties.*
13. *Maintain reasonable buffers between residential neighborhoods and commercial uses in the City.*
14. *Establish policies for on-site parking for all uses and allow for adequate alternative parking sites for commercial uses.*
15. *Protect property values.*

Therefore, the Project is consistent with the overarching guidelines, except for No. 11 which is the preservation of significant historic properties on the State Register and National Register.

Additionally, the City's General Plan was prepared prior to the City's acquisition of the SMC. Therefore, the historical and cultural land uses, goals and policies contained in the General Plan were identified only for The Huntington Library, Art Collections, and Botanical Gardens, The Old Mill, and Lacy Park, but were not identified for the SMC. Therefore, the General Plan, Land Use Chapter Section Three – Preservation does not list the SMC as being among the buildings in the City that are listed on the Federal, State, or local registers.

The Land Use Chapter, Section Three – Preservation identifies the following City process with respect to historic properties in the City:

> *The City has an intensive design review process and has adopted residential design guidelines. These include detailed text and illustrations intended to ensure the compatibility of overall architecture as well as architectural detailing with existing development. Currently, a design review committee appointed by the Council reviews development plans to ensure compatibility with the existing historic fabric of San Marino neighborhoods. Alterations to property visible from public view as well as all new construction are scrutinized.*

The City's review process for its citizens is outlined in Chapter XXIII, Article 18 and is designed to work with property owners of historic properties to encourage the retention of the character of the structure while bringing the structure up to current codes and in accordance with the Secretary's Standards. Specifically, Chapter XXIII, Article 18 states it is designed to "*promote the public health, safety, and general welfare by providing for the identification, designation,*

protection, enhancement, and ongoing use of historical resources that represent the City's cultural, architectural, social, economic, and political heritage."

As discussed in Section 4.5, the SMC is considered a City Landmark. Chapter XXIII, Article 18 of the San Marino City Code, Section 23.18.03 (A) states: "*Automatic Designation: Any property within the City that is listed in the National Register of Historic Places or the California Register of Historic Places is automatically designated as a historic landmark for purposes of this article*." The California OHP identifies the SMC as being listed on the California Register through its listing on the State's BERD.

Chapter XXIII, Article 18, Section 23.18.07 of the San Marino City Code also identifies that no alteration, restoration, rehabilitation, construction, removal, relocation, or demolition of any historic landmark shall occur unless the City has first issued a Certificate of Appropriateness (Certificate) or Certificate of Economic Hardship. Section 23.18.08(C) states that the Planning Commission must approve the Certificate of Appropriateness if more than minor modifications are proposed that are beyond the authority of the Planning and Building Director to issue such Certificate. However, the Planning Commission must make the following findings to issue a Certificate of Appropriateness:

> *a. The project will not cause a substantial adverse change in the significance of a historic landmark within the meaning of the California Environmental Quality Act as determined by the commission and the Council;*
>
> *b. The project is consistent with the provisions of this article; and*
>
> *c. The project is consistent with the Secretary's Standards and any applicable design guidelines adopted by the City.*

Because the SMC is a public building and a historic structure, the City conducted extensive outreach for the Project beginning in January 2018 when the City Recreation Commission began holding public discussions regarding re-envisioning the City's recreation program. In 2018, the City Council adopted a strategic plan that identified developing a plan for the future of the SMC and appointed a "Blue Ribbon Committee" to evaluate the recreational programming. In August 2019, conceptual plans were developed for the SMC. Between August and September 2020, the City surveyed the community regarding the needs and appearance of the SMC. One of the survey questions asked the community if the City should restore the original 1950s exterior architecture or remodel it to match other adjacent buildings. Of the 209 responses received, the results indicated:

- Restore 1950 's 79
- Match Crowell Library 95
- Match Barth Athletic Center 4
- Do something different 10
- No response 21

The result of the outreach was that nearly equal portions of the community supported retaining the existing design or supported a more modern look. Given that there was no clear community consensus, the City Council, after deliberations, determined that redesigning the SMC to more closely align with the architectural style of the Crowell Public Library would more closely align

with the overall City's vision, "to make our City more attractive, more desirable, and more responsive to the changing needs of its citizens." An architect was retained to provide the current plans.

Therefore, while the City did conduct extensive outreach and the Project does align with the overall vision, the Project does not align with the overall goal to preserve the historical structures in San Marino. Therefore, the Project impact is **Potentially Significant**.

Additionally, the Project is not consistent with Chapter XXIII, Article 18, Section 23.18.07 findings for the Planning Commission to make to issue a Certificate of Appropriateness when renovating historic buildings. Therefore, the Project impact is **Potentially Significant.**

4.11.3 Mitigation Measures

Potential mitigation measures to reduce the impact to less than significant would be the same as discussed in Section 4.5.4 and include re-designing the Project to a design that is compliant with the Secretary's Standards. Currently, no mitigation measures are proposed to reduce impacts to less than significant.

Table 4.11-1: General Plan Consistency Analysis

General Plan Goal or Policy	Project Consistency Analysis
Circulation Element	
San Marino Entry Statements ***Policy 1.*** *The City shall develop a design for entrance treatments to the City and install them in priority order in accordance with the hierarchy of streets established in the functional classification map, as resources permit. The entrance treatments shall be designed to communicate the message to drivers entering the City that San Marino is a residential community and that driving habits should reflect that fact.*	*Consistent.* The Project site is not considered a City entry point, but is located along Huntington Drive, a parkway road and a main entry road to the City of San Marino, approximately 1.4 miles west of the City boundary. The Project site is generally situated in a residentially-zoned neighborhood, within a pocket of public service buildings, as they have existed for decades, including the Crowell Library, the SMC (Project), Huntington Middle School, School District office, and the Valentine Elementary School. And though the Project is not located at the entrance to the City limits, the Project attempts to embody the spirit of Policy 1 by envisioning an aesthetically similar group of public use buildings to give visitors a residential community feel in the otherwise residential neighborhood that surrounds the Project.
Functional Classifications of Roadways ***Policy 11****. Maintain and enhance the character of Huntington Drive as a Parkway and as the main commercial/civic center of San Marino, thereby strengthening support for these commercial areas, through landscaping and pedestrian amenities in keeping with the residential character of the community.*	*Consistent.* Huntington Drive will remain as a Parkway with the Project. The redesign of the building from its 1950s style to the "Spanish Mediterranean" style that is more closely matched with the Crowell Library and Huntington Middle School is intended to enhance the character of Huntington Drive by identifying it architecturally as being associated with the main commercial/civic center of San Marino.
Neighborhood Traffic Control Plans ***Policy 13:*** *Develop and implement neighborhood traffic control plans which will reduce the speed and volume of traffic on residential streets to acceptable levels.*	*Consistent.* The Project's Traffic Impact Study determined that the Project would not contribute to additional traffic in the vicinity to the levels that would require traffic mitigation measures.
Policy 17: *Improve safety at school drop-off areas and employ appropriate traffic control measures in the vicinity of schools to maximize safety for school children walking or bicycling to/from school.*	*Consistent.* The Project includes implementation of Mitigation Measure HAZ-1 to address safety of the school-aged pedestrians during construction.
Public Transportation ***Policy 18:*** *The City shall work with public transit agencies to ensure that transit lines are routed on streets in accordance with the policies of [the] Circulation Element*.	*Consistent.* The Project occurs on a major street where transit is located.

General Plan Goal or Policy	Project Consistency Analysis
Policy 22. *The City shall continue to provide para-transit (Dial-A-Ride) services to residents, to the extent that resources allow.*	*Consistent.* The City provides a Dial-A-Ride service for San Marino residents who are 60 years and older or for those under 60 years with a physician-certified disability that prevents the use of regular public transit. To use this service, you must apply for membership. The Project includes implementation of PS-4 to encourage the use of paratransit services such as Dial-A-Ride services.
Non-Motorized Transportation	
Policy 25: *In areas of the City, where commercial or public facilities are located, the City shall implement measures to enhance the pedestrian and bicycle environment, to attempt to slow passing vehicular traffic, and to ensure handicapped accessibility in accordance with the requirements of the Americans with Disabilities Act.*	*Consistent.* The Project is located along Huntington Drive, near West Drive. The Huntington/West intersection contains ADA-compliant cross-walks that are clearly marked, and in which the signals are pedestrian activated, and where there are ADA compliant ramps.
Policy 26: *Install pedestrian-activated signals, where appropriate, and crosswalks to provide safe, adequate pedestrian accessibility for shopping areas and residences.*	
Transportation Demand Management	
Policy 36: *The City shall encourage its residents and employees to utilize alternative modes of transportation such as buses, light rail transit, carpools, Dial-A-Ride vehicles, bicycles and walking and shall take measures to ensure that these alternate modes are available in the City.*	*Consistent.* The Project includes implementation of Mitigation Measure PS-4 that encourages the use of alternative transportation methods.
Policy 37: *The City shall encourage Transportation Demand Management programs as a mechanism to reduce parking demands in the City.*	*Consistent.* The Project includes implementation of Mitigation Measure PS-2 and PS-4 that seek to manage parking for large events and encourage ride share opportunities.
General Plan - Land Use Chapter	
Section One – Land Use Designations	
Residential Land Uses	
Objective L.2 Very Low Density Residential (2-4 d.u./acre)– Provide residential area districts with large lots in traditional neighborhood patterns for single-family residential use	*Consistent.* The SMC, located in a Very Low Density Residential Zone, was constructed in the 1950s after the San Marino Women's Club received special approval from the City at that time to construct a community center. The City purchased the building in 2005. City Code Section 23.06.01(D) allows for public buildings in residential zones provided that the use is not obnoxious or detrimental to the welfare of the community. The Project seeks to make improvements to the building, and this Initial Study has determined that

General Plan Goal or Policy	Project Consistency Analysis
	there would be no detrimental impact to the welfare of the community.
Objective L.5 Neighborhood Character – Preserve the character of existing neighborhoods. ***Policies:*** *Place limits on mass, scale, and site placement of new construction and additions.* *Maintain residential design guidelines that require compatibility with the neighborhood, while still allowing for design choice.* *Prohibit parking of vehicles in front yards, except as permitted for short-term parking in driveways.* *Encourage parking of vehicles in garages*	*Consistent.* The SMC is an existing public building constructed in the 1950s in a residential zone. The building is adjacent to the Crowell Library, the Huntington Middle School and the School District offices. The Project proposes to revise the style of the 1950s building to a "Spanish Mediterranean" architectural style that more closely matches that of the adjacent buildings.
Commercial Land Uses **Objective L.8 Huntington Drive – Designate areas for commercial use on Huntington Drive consistent with existing commercial locations.** ***Policies:*** *Limit building height and mass to maintain a suburban scale to the commercial district.*	*Consistent.* The SMC is an existing public building constructed in the 1950s along Huntington Drive in a residential zone. The building is adjacent to the Crowell Library, the Huntington Middle School and the School District offices. The Project proposes to revise the style of the 1950s building to a "Spanish Mediterranean" architectural style that more closely matches that of the adjacent buildings.
Section Three - Preservation	
Goal: Protect the historical and culturally significant resources that contribute to community identity and a sense of history. **Objective L.23 Review existing listed resources and determine appropriate action for state and national listings.** ***Policies:*** *Consider whether or not resources are appropriately placed on current lists.* *Recognize, publicize, and maintain the sites that are locally significant.* *Identify significant architectural, cultural, and historic resources within the city that would qualify for the state or national register.*	*Inconsistent.* The SMC is eligible to the National Register of Historic Places, is listed on the California Register of Historic Resources, is a city landmark per the Code, and was identified in a "Citywide Historic Resources Survey Report." The SMC was identified to be the first community center in San Marino. The Project consists of materially altering the architectural design of the SMC in a manner that is not consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties. The proposed design, however, was a result of significant City outreach effort among the community groups – some of which agreed with the revised architectural design and some of which did not feel the architectural design should be changed. Therefore, while the Project is consistent with some of the polices identified in Section Three of the Land Use Element, the Project is not consistent with the Goal or Objective to, overall,

General Plan Goal or Policy	Project Consistency Analysis
Cooperate with the San Marino Historical Society and other community groups involved in recognizing the City's history.	protect the resource. The City Council has the ultimate authority to determine the appropriate action for state and national listings.
Objective L.24 Encourage the preservation of significant architectural, historic, and cultural resources. ***Policies:*** *Encourage the identification of areas and structures of historic, architectural, and cultural significance within the city.* *Any designation based upon area, site or structure within the city should be subject to the City's approval.* *Any designation of a property within the City should be subject to the property owner's approval*.	*Inconsistent.* The policies that support Objective L.24 are related to the encouraging the identification of historic properties. The Project will materially alter the SMC, a listed resource, in a manner that would jeopardize its listing, making it ineligible for listing in a future study.
Objective L.25 Encourage and provide incentives to achieve preservation of significant architectural, historical, and cultural buildings and neighborhoods. ***Policies:*** *Support tax incentives and other methods deemed mutually agreeable to the City and the property owner, which will help to preserve historic resources.* *Consider the relaxation of current building and zoning codes, as necessary, to preserve significant structures, while ensuring that basic health and safety goals are met.* *Provide information to property owners who desire such information on how to rehabilitate, research, and appreciate their architecturally, historically, and culturally significant property.*	*Inconsistent.* The Project is to make alterations to the SMC in a manner that is not consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards). The Standards are designed to assist property owners with the rehabilitation of historic properties in a manner that will retain their historical value yet allow the structure to be brought into current safety and other code compliance.
General Plan – Community Services Chapter	
Section One – Recreation Services	
Objective CS.3 Maximize program opportunities by coordinating resources. ***Policies:***	*Consistent.* The SMC was the first community center in the City of San Marino, operated by the San Marino Women's Club. The City, which purchased the building in 2005, plans to continue to operate the building as a public recreation center.

General Plan Goal or Policy	Project Consistency Analysis
Meet regularly and coordinate resources with all community organizations and agencies that serve the City's recreational needs. *Coordinate programs with the San Marino Unified School District.*	
Objective CS.5 Provide efficiently-used, well-maintained space for staff, volunteers, and participants in the recreation program. ***Policies:*** *Inventory the facilities annually to ensure the appearance, safety, and accommodations meet the needs of the program and participants.* *Identify facilities that are needed by the community because existing facilities are inadequate, unavailable, offer poor conditions, or do not exist.* *Manage long-term facilities needs using the information of facility use, identification of needs, and community input.*	*Consistent.* The Project provides for interior modifications to accommodate recreation staff offices, as well as proposes various energy efficiency and other upgrades to the plumbing, mechanical, lighting, etc to ensure the overall space is adequate for community programs. The City also conducted extensive community outreach as part of the Project development.
Section Four - Education	
Objective CS.15 Ensure public safety in and around school sites. ***Policies:*** *Work with the District and other schools to ensure efficient and safe traffic flow around schools.* *Work with the District and other schools to develop public information for parents regarding safety issues.*	*Consistent.* The SMC is located adjacent to the Huntington Middle School and shares a parking lot. The Project includes mitigation measures HAZ-1 and HAZ-2 that identifies strategies to ensure safety of the students during construction and development of a long-term strategy for emergency evacuation procedures during either a school or community emergency. Mitigation measures PS-1 through PS-5 are designed to mitigate for potential parking and traffic conflicts during flow during large events held at the school and the SMC.
Objective CS.16 Maximize use of school facilities. ***Policies:*** *Explore joint use of facilities for activities such as service yards, maintenance, and recreation, where appropriate.* *Include the school district in the City's master planning efforts to discuss joint use of parking, access, and traffic management and circulation.*	*Consistent.* The SMC is located adjacent to the Huntington Middle School and shares a parking lot. A formal shared parking agreement between the City and the SMUSD was initiated in 2006 after the City purchased the building, and the agreement was renewed in 2019 for a 10-year term. Project mitigation measures PS-1 through PS-5 are designed to mitigate for potential parking and traffic conflicts during flow during large events held at the school and the SMC.

General Plan Goal or Policy	Project Consistency Analysis
Continue working with Southwestern Academy as needed to ensure use of facilities for City programs and community activities. *Continue joint use of space at school district facilities as needed for City programs.*	
General Plan – Safety Chapter	
Section Four - Noise	
Objective S. 14 Maintain a Noise Ordinance that includes the latest technologies and policies in the field of noise. ***Policies:*** *Continuously evaluate existing noise ordinance requirements for mechanical equipment and leaf blowers.* *Consider structuring the City's Noise Ordinance to include specific time duration requirements for various noise levels.* *Restrict grading and construction activities to daily operation between 7 a.m. and 6 p.m. Monday through Friday and 9 a.m. to 4 p.m. on Saturdays, with no construction on Sundays or federal holidays.* *Include a provision in the noise ordinance requiring that all construction, grading, and gardening equipment be properly maintained.* *Require vehicles and compressors to utilize exhaust mufflers and engine enclosure covers as designed by the manufacturer.*	*Consistent.* The SMC construction would occur within the times permitted by the City ordinance. The Noise Study conducted for the Project identified that while construction noise is anticipated to exceed the limits allowed in a residential zone, the Project surroundings are public buildings within a residential zone, and there are less than significant impacts.

4.12 MINERAL RESOURCES

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Environmental Setting

The Project is located in an urbanized area of San Marino. The California Department of Conservation, Division of Mines and Geology has not identified significant mineral resources within the City of San Marino.

4.12.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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

Discussion

a) Would the project 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?

No Impact. The Project site is not located on a known important mineral resource recovery site and is not currently being mined or has plans to be mined. No impacts would occur, and no mitigation is required.

b) Would the project 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?

No Impact. As discussed above, the Project site is not located on a known mineral deposit and is not currently being mined or has plans to be mined. No land use plan that applies to the site

designates it as a mineral resource recovery site. No impacts would occur, and no mitigation is required.

4.12.4 Mitigation Measures

No mitigation measures are required.

4.13 NOISE

A Noise Impact Study was prepared for the proposed Project in June 2021 (Appendix D).

Environmental noise is commonly measured in A-weighted decibels (dBA). A decibel (dB) is a unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called a "sound level") measured in dB. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response that duplicates the sensitivity of human ears. Decibels are measured on a logarithmic scale. Generally, a three dBA increase in ambient noise levels represents the threshold at which most people can detect a change in the noise environment; an increase of 10 dBA is perceived as a doubling of loudness.

Noise Descriptors

The noise descriptors utilized in the noise study for this Project include but are not limited to the following:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24- hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

- Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

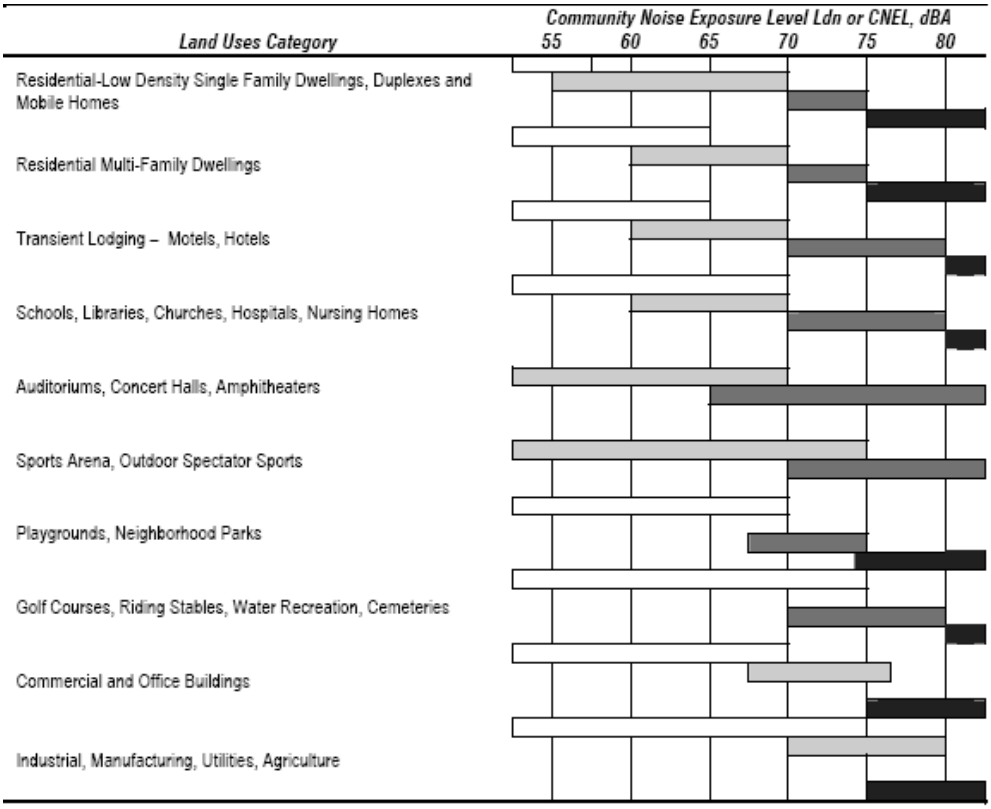
Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold.

The State Department of Health Services has published guidelines that rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Table 4-13-1.

Table 4.13-1: Land Use Compatibility Guidelines



Source: California Office of Noise Control

City of San Marino

The City of San Marino outlines their noise regulations and standards within the Municipal Code and the General Plan.

The Project site is zoned Residential (R)-1. Per Section 14.04.04 of the Municipal Code, noise levels in R-1 Residential zones must not exceed 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA 10:00 p.m. 7:00 a.m.

Per Section 14.04.07 of the Municipal Code, it is unlawful for a person within a residential zone, or within a radius of five hundred feet (500 feet) therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate equipment in such a manner that noise is produced which would constitute a violation of Section 14.04.05 of the Municipal Code unless, a permit is obtained from the planning and building director. As defined in Section 14.04.05, noise levels at any adjacent residential property line must not exceed 65 dB when originating from any parcel in an R-1 Zone and 75 dB from any parcel in a C-1 Zone, Park and Recreational Zone or Historical and Cultural Zone. These standards are used herein for the purpose evaluating stationary noise impacts.

With respect to traffic noise, no specific standards for this source are provided in the San Marino Municipal Code. In 1976, the California Department of Health, State Office of Noise Control published a recommended noise/land use compatibility matrix which many jurisdictions have adopted as a standard in their general plan noise elements. The California State Office of Planning and Research 2017 updates to General Plan Guidelines for cities, Appendix D Noise Element Guidelines, identifies that exterior noise levels up to 60 dBA (CNEL or Ldn) are normally compatible. Noise levels between 60 dBA and 70 dBA (CNEL or Ldn) are conditionally compatible. These noise levels are referenced in the Noise Element of the San Marino General Plan (page V-82); and thus, are used as the standard herein for the purpose of evaluating traffic noise impacts.

Vibration

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

The San Marino Municipal Code does not address construction-related vibration; thus, for the purpose of evaluating Project-related vibration impacts, the Noise Impact Assessment (Appendix D) utilized: 1) the source data established by Table 6-3 of the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* (September 2018), identified in Table 4.13-2; and 2) the Caltrans Transportation and Construction Vibration Guidance Manual, April 2020 that identifies physical effects at various levels (Table 4.13-3).

Table 4.13-2: Vibration Source Levels for Construction Equipment

	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	11 2
	0.644 (typical)	10 4
Pile driver (sonic)	0.734 upper range	10 5
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, September 2018.

Table 4.13-3: Human Reaction and Damage to Buildings Thresholds

Peak Particle Velocity (inches/second)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effects on Buildings
0.006–0.019	64–74	Range of threshold ofperception.	Vibrations unlikely to cause damage of any type.
0.08	87	Vibrations readilyperceptible.	Recommended upper level to which ruins andancient monuments should be subjected.
0.01	92	Level at which continuousvibrations may begin to annoy people, particularlythose involved in vibration sensitive activities.	Virtually no risk of architectural damage tonormal buildings.
0.2	94	Vibrations may begin to annoy people in buildings.	Threshold at which thereis a risk of architectural damage to normal dwellings.
0.4–0.6	98-104	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.	Architectural damage and possibly minor structural damage.

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, April 2020.

Construction activities such as blasting, pile driving, demolition, excavation or drilling have the potential to generate ground vibrations. With respect to ground-borne vibration impacts on structures, the Caltrans Manual states that ground-borne vibration levels in excess of 94 VdB (0.2 PPV) would damage buildings extremely susceptible to vibration damage.

A threshold of 65 VdB is used for buildings where low ambient vibration is essential for interior operations, such as hospitals and recording studios. A threshold of 72 VdB is used for residences and buildings where people normally sleep (i.e., hotels and rest homes). A threshold of 75 VdB is used for institutional land uses where activities occur primarily during the daytime (i.e., churches and schools).

Because the proposed project would modify an existing building, a vibration threshold of 94 VdB (0.2 PPV) is used herein for the purpose of identifying a potentially significant impact under CEQA.

4.13.1 Environmental Setting

The Project site is an existing community center, constructed in 1952 as the San Marino Women's Club. The Project site is bounded on the west by the Crowell library, on the east and south by the Huntington Middle School, and on the north by Huntington Drive. The most common and primary sources of noise in the Project site vicinity are motor vehicles (e.g., automobiles and trucks) operating on Huntington Drive. Motor vehicle noise is of concern because where a high number of individual events occur, it can create a sustained noise level. Aircraft overflights were observed but do not noticeably contribute to the ambient noise environment.

The Noise Analysis in Appendix D included data gathering on the general noise environment at the Project site by collecting two weekday morning 15- minute noise measurements on and in proximity to the site on April 7, 2021, using an ANSI Type II integrating sound level. The temperature during monitoring was 65 degrees Fahrenheit with no perceptible wind.

Site 1 is located on the Project site approximately 30 feet south of the nearest north/eastbound lanes of Huntington Drive. This location is on the site and represents noise levels at the sensitive receivers located along the north side of Huntington Drive. During monitoring, 224 cars/light trucks, four medium trucks (six tires/two axles) and zero heavy trucks (all vehicles with three or more axles) passed the site. Site 2 is located in front of the Crowell Public Library north of the site near the intersection of Huntington Drive and West Drive. This location is northeast of the site and represents noise levels at the nearest sensitive receivers located to the north of West Drive.

During monitoring, 290 cars/light trucks, 10 medium truck (six tires/two axles) and zero heavy trucks (all vehicles with three or more axles) passed the site. The dominant noise source is traffic operating primarily on Huntington Drive. Table 4.13-4 identifies the noise measurement locations and measured noise levels. Monitoring locations are shown in Figure 3 of Appendix D. As shown, the Leq was 61.6 dBA at Site M1 and 63.7 dBA at Site M2. The monitoring data sheet is provided as part of the Noise Analysis in Appendix D.

Table 4.13-4: Noise Monitoring Results – Existing Condition

Monitoring Station	Measurement Location	Primary Noise Source	Sample Time	Leq (dBA)
M1	Project site approximately 30 feet south of the nearest Huntington Drive travel lane	Traffic	Weekday morning	61.6
M2	Adjacent to the Crowell Library north of the site.	Traffic	Weekday morning	63.7

4.13.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. 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 site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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

a) Would the project result in 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?

Less Than Significant Impact. The Noise Analysis in Appendix D identified the following:

Construction

The primary main noise source during construction activities would be associated with demolition and construction of the proposed improvements. Exterior improvements requiring removal of concrete or other hardscape materials would require the use of jackhammers and small tractors/bobcats to transport material to haul trucks. A jackhammer is likely to be the noisiest

type of equipment used over a sustained period of time during exterior demolition. Installation of new concrete hardscape would require use of concrete mixers to deliver the material.

Interior improvements would require materials be delivered to the site; however, noise would be limited to haul trucks. Interior improvements would be inaudible to neighboring uses.

Table 4.13-5 identifies typical maximum construction noise levels based on 25, 50 and 100 feet from the Project site.

Table 4.13-5: Typical Maximum Construction Equipment Noise Levels

Equipment Onsite	Typical Maximum Level (dBA) 25 Feet from the Source	Typical Maximum Level (dBA) 50 Feet from the Source	Typical Maximum Level (dBA) 100 Feet from the Source
Air Compressor	84	79	73
Backhoe	84	79	73
Bobcat Tractor	84	79	73
Concrete Mixer	85	78	72
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70

Noise sensitive uses near the Project site include the Crowell Public Library which is located adjacent to and northeast of the San Marino Center. Existing school buildings and single-family residences are located 200-300 feet west, south and east of the site. Table 4.13-6 identifies the anticipated typical maximum noise levels at various distances from the Project site.

Table 4.13-6: Typical Construction Noise Levels at Various Distances from Project

Distance from Construction	Typical Maximum Noise Level at Receptor (dBA)
25 feet	88
50 feet	82
100 feet	76
250 feet	68
500 feet	62
1,000 feet	56

Actual noise levels will fluctuate throughout the day and may periodically exceed 95 dBA at the property line depending on the location of jackhammer use used and whether multiple pieces of equipment are operating simultaneously in the same area.

Because the Project is located within a Residential (R)-1 zone, as stated above, Section 14.04.07 of the San Marino Municipal Code requires that equipment operation or outside construction and

repair must not exceed 65 dB when originating from any parcel in an R-1 Zone without a permit from the planning and building director. Therefore, because the Project may exceed 65 dB at the property line, the Project would require a permit from the planning and building director per the City's code.

Because the City would comply with its ordinance and noise levels at the actual sensitive receptor locations are anticipated to be within the range of 65 dB, impacts would be less than significant. However, because the City's code requires special considerations when construction noise at the property line of within R-1 zone is above 65 dB, **Mitigation Measure NOI-1**, located at the end of this section, should be implemented to ensure impacts will be less than significant.

Operations

Operation of the proposed Project was evaluated for potential exterior traffic related impacts caused by increased traffic volumes associated with the Project. Noise levels associated with existing and future traffic were based on trip generation estimates provided in the Traffic Impact Analysis (Appendix E). A doubling of baseline traffic volumes would be required to cause a noticeable increase (3 dBA) in traffic noise. As stated, baseline conditions currently exceed 60 dBA, the normally acceptable sound level referenced in the San Marino General Plan Noise Element. Thus, the baseline and with Project sound levels were calculated to determine whether the Project would generate enough traffic to noticeably increase (+3 dBA or greater) the Leq over baseline conditions.

The Noise Analysis in Appendix D identified that baseline noise levels exceed the 60 dBA exterior standard at existing single-family residences and are consistent with measured noise levels. Noise levels associated with the Project were calculated by distributing the 25 P.M. peak hour Project trips into the baseline traffic volumes on Huntington Drive and West Drive for the purpose of evaluating worst case noise conditions.

Table 4.13-7 identifies projected operational noise impacts.

Table 4.13-7: Modeled Noise Levels

Receptor	Distance from Site	Existing Leq	Existing CNEL	With Project Leq	With Project CNEL	Decibel Change	Significant Impact
Site 1: Crowell Library	35 ft	62.6	63.6	62.6	63.6	+0.0	No
Site 2: Huntington Middle School buildings	275 ft	63.6	64.6	63.6	64.6	+0.0	No
Site 3: Single-family residence at 1600 West Drive	320 ft	63.1	64.1	63.1	64.1	+0.0	No

As shown in Table 4.13-7, Project peak hour traffic will have no effect on baseline traffic noise conditions.

Therefore, overall, permanent and temporary noise impacts are less than significant, and no mitigation is required.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Potential impacts from vibration are anticipated to occur during construction. No impacts are anticipated to occur from operations. Thus, this discussion focuses on temporary vibration caused by construction. As referenced in Appendix D, the closest building is the San Marino Center and neighboring Crowell Library. Use of a jackhammer and small tractor/bobcat may generate localized vibration. Table 4.13-8 identifies typical vibration experienced from various construction equipment at various distances, according to the Federal Rail Administration (FRA) Guidelines (Report Number 293630-1), December 1998.

Table 4.13-8: Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998

As identified in Table 4.13-3, ground-borne vibration levels in excess of 94 VdB would damage buildings extremely susceptible to vibration damage. The existing San Marino Center building is included on the California Register of Historic Places and eligible for inclusion in the National Register of Historic Places; and thus, may be susceptible to vibration damage. However, no construction activities with the potential to generate ground vibration above 94 VdB, such as the use of bulldozers or jackhammers, would be required to complete the proposed improvements. Thus, 94 VdB (PPV 0.2) is used herein to evaluate potential vibration impacts to neighboring structures. Construction activities referenced above that would generate significant vibration levels are not proposed.

Based on the information in Table 4.13-8, vibration levels would not reach or exceed levels required to cause any structural damage or related impacts to the San Marino Center or Crowell Public Library.

The nearest residence is approximately 205 feet north of the site across Huntington Drive. Based on the information presented in Table 4.13-8, vibration levels would attenuate to approximately 61 dBA at this residence during construction assuming use of a jackhammer. Vibration levels would be below the 72 VdB threshold required to be perceptible at neighboring residences. Temporary vibration impacts 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?

No Impact. The SMC is not located within the vicinity of a private airstrip or airport. Therefore, there will be no impacts.

4.13.3 Mitigation Measures

The following mitigation measure is required to reduce potentially significant impacts to less than significant:

NOI-1 The City will place the following noise-reducing best management practices on the Project construction plans:

- Construction Equipment Controls: require the contractor to utilize electric powered equipment as much as possible, heavy equipment should have proper mufflers installed, and locating any generators or compressors as far from the sensitive receptors as possible.

- Limit Operations Adjacent to Receivers: Limit the number of large pieces of equipment (i.e., bulldozers or concrete mixers) operating adjacent to receivers to one at any given time.

- Neighbor Notification. Provide notification to residential occupants nearest to the Project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the Project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise. The notification should be posted along Huntington Drive and be visible from adjacent properties.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

The City of San Marino was incorporated in 1913. Census data in 2019 identified the population as 13,048, which is a 0.4 percent decrease from the population identified in 2010. The 2019 Census data did not have data on the number of housing units in the city but identified that 86 percent of the housing was owner occupied.

4.14.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial 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
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

a) Would the project 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)?

No Impact. The proposed Project is to improve the SMC which serves the recreational needs for the citizens of the city. The Project would not provide housing or make other infrastructure improvements. Therefore, the proposed Project would not induce population growth. No impact would occur under this threshold and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. As stated no housing would be removed; thus, no housing would need to be constructed. No existing residents would be displaced as the Project site is an existing facility and would remain as a community center. No impacts would occur.

4.14.3 Mitigation Measures

No mitigation measures are required.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

Fire, police, and recreational services are provided by the City of San Marino. The San Marino Unified School District provides the school services within the City.

The goals and objectives outlined in the various elements of the City's General Plan and Circulation Element identifies the symbiotic relationship between the City and the San Marino Unified School District and stresses collaborative efforts to best serve the citizens of the City.

4.15.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: a) 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:				
Fire protection?			X	
Police protection?			X	
Schools?		X		
Recreation/Parks?			X	
Other public facilities?			X	

a) 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:

Fire Protection

Less Than Significant Impact. Fire protection at the Project site is provided by the San Marino Fire Department (SMFD). The closest fire station is approximately 0.5 mile east of the Project site, at 2200 Huntington Drive. The proposed Project will not expand the size of the building. Most importantly, the Project scope will include an updated Fire Alarm system and a new Fire Sprinkler system. The Project would not increase the City's population indirectly or directly, nor would it substantially expand the community center; therefore, it would not increase demand on SMFD services. The Project will undergo review by the City's Fire Department as

part of building plan check to ensure that the improvements are consistent with the City's fire codes. Therefore, impacts would be less than significant.

Police Protection

Less Than Significant Impact. Police protection is provided by the San Marino Police Department (SMPD). The closest police station to the Project is located approximately 0.5 mile east of the Project site, at 2200 Huntington Drive. The proposed Project will not expand the size of the building. The Project would not increase the City's population indirectly or directly, nor would it substantially expand the community center; therefore, it would not increase demand on SMFD services. Therefore, impacts would be less than significant.

Schools

Less Than Significant Impact With Mitigation Incorporated. The Project would not increase the City's population indirectly or directly, nor would it directly or indirectly affect any local schools' need to expand facilities to serve students or the adjacent library's need to serve patrons.

The SMC parcel contains only one parking space. Parking for the SMC exists on the south side of the building, in the parking lot of the Henry E. Huntington Middle School, through a cooperative agreement with the SMUSD for use of 48 spaces for both the SMC and the Crowell Library. The shared parking arrangement with the SMUSD appears to be a traditional feature of the SMC and the Library as historical articles in the Los Angeles Times indicate that the San Marino Women's Club used the "school parking area" for club parking and for community events. A formal shared parking agreement between the City and the SMUSD was initiated in 2006 after the City purchased the building, and the agreement was renewed in 2019 for a 10-year term (Appendix A).

Because the SMC has historically had no dedicated parking on its parcel, nor is there room for parking within its parcel, a parking study (within Appendix E) was conducted to ensure the Project would not impact the school's existing parking and shared parking agreement to the extent that the school would be forced to construct another parking lot for its use.

A study of potential parking impacts on the school was conducted for the Project (Appendix E). The study identified that the 48 spaces allotted in the school parking lot was generally sufficient for the Project's historic and future use. Given the review of the shared parking demand analysis and comparisons with the parking supply, the parking study (Appendix E) concluded that surpluses of 9 and 33 parking spaces are forecast to occur during peak weekday and weekend conditions, respectively, assuming that the 17 on-street spaces along Huntington Drive and West Drive along the library frontages are available for shared use.

The parking study evaluated the school's monthly calendar of events compared to the existing and proposed events at the SMC, as well as the school's daily pick up and drop off times and routes. The study identified that there may be parking conflicts during times of peak use between the SMC, library and the school when large events, such as on-going school athletic events and the morning and afternoon school drop off are scheduled at the same time. When this occurs, off-street parking is generally not available and patrons must find other parking, which typically

is found along the adjacent residential streets. The parking study identified that there is no need to alter the parking arrangement or parking facilities for the Huntington Middle School but did identify strategies to reduce potential parking conflicts during peak events so that the school can maintain acceptable service ratios, response times or other performance objectives. These strategies are represented as **Mitigation Measures PS-1** through **PS-5,** located at the end of this section. Implementation of these mitigation measures would ensure impacts would be less than significant with respect to maintaining parking and traffic flow between the school and the SMC.

Recreational/Parks

Less Than Significant Impact. The Project would not involve the creation of new residences or otherwise induce population growth that would generate a need for new or physically altered park facilities. The SMC is located in an urbanized area surrounded by institutional and residential uses. The site is not located within a park. In addition, the Project would occur within an existing community center with limited potential for adverse physical effects. All improvements would be confined to previously disturbed areas. This Initial Study identifies the potential impacts of the Project improvements to the SMC. However, the Project in of itself does not *result in substantial adverse physical impacts …. in order to maintain acceptable service ratios, response times or other performance objectives.* The Project seeks to upgrade an existing community center that will provide a benefit to the city's recreation. The SMC, which is currently used as a recreational source, only may temporarily be unavailable for use during construction. Therefore, there is a less than significant impact.

Other public facilities

Less Than Significant Impact. The Project would not increase the City's population indirectly or directly, nor would it substantially expand the community center; therefore, it would not increase the number of users at libraries or other government facilities. As described in Sections 4.5 and 4.11, there are potentially significant impacts because the Project will provide a physically altered governmental facilities, which is considered a historic structure. However, the Project's construction and operation does not cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for recreational services. Impacts would be less than significant for this criterion.

4.15.3 Mitigation Measures

The following mitigation measures are required to ensure potential impacts are less than significant:

PS-1 **Shared Event Calendar**. The City and the Huntington Middle School should maintain an events calendar that is accessible and shared between the City (for library and SMC events) and the Huntington Middle School which would include the date, time and duration of the event, including the expected attendance figure for each event. Special SMC events/meetings where 40 attendees or more are expected would require further coordination with the Huntington Middle School and Crowell Public Library to ensure that any overlap of activities is minimized to the extent possible. To the extent feasible, the City and the Library shall avoid scheduling classes/meetings/events held at the SMC and

the Crowell Public Library that begin or end such that it overlaps with the morning drop-off and afternoon pick-up peak time periods at the Huntington Middle School.

PS-2 **Managed Parking Collaboration**. The City and the Huntington Middle School should collaborate to implement managed parking for some spaces within the on-site parking facility (i.e., both valet parking spaces and tandem parking spaces) which would increase the effective parking supply as valet-attended parking could occur within drive aisles located throughout the on-site parking areas or other nearby lots (i.e., District Office parking lot).

PS-3 **Additional Parking Study for Huntington Drive**. The City will study the installation of additional parking spaces along the south side of Huntington Drive along the SMC frontage, similar to the spaces that are currently in front of the Crowell Public Library, and implement as feasible.

PS-4 **Encourage Alternative Transportation**. The SMC, Crowell Public Library and Huntington Middle School should encourage all of its users and employees to utilize alternative modes of transportation including but not limited to: bicycle, transit, ride-share, and other ride service opportunities to events where appropriate.

PS-5 **Conduct Future Parking Study**. The City will conduct a parking utilization monitoring study one year from issuance of the Project's Certificate of Occupancy. The parking utilization monitoring study must demonstrate that on-site parking is adequate to meet Project demand during both weekday and weekend conditions. If the study shows that Project parking demand exceeds the supply of parking within the Project, the City shall propose measures to reduce spillover parking impacts, subject to review and approval by the Director of Community Development. The parking reduction strategies may include, but are not limited to: 1) preparation of a Valet Parking Plan, 2) provision of transit passes and/or ride-share subsidies for employees, and/or 3) subsidized off-site parking options in order to minimize on-site employee parking demand, if necessary.

4.16 RECREATION

4.16.1 Regulatory Setting

The proposed Project is consistent with and supports the visions and goals laid out in the San Marino General Plan, which are identified as follows:

Recreation Services

- *Protect existing and provide for more recreational space for residents*
- *Provide quality recreation, leisure, and social programs and facilities that meet the expectations of the residents.*
- *Fill a gap in recreational activities that are desired by residents but not available in the private marketplace.*
- *Develop a program schedule that provides activities for toddlers/preschoolers, youth, teen, adult, and older adults as appropriate.*
- *Provide events throughout the year, such as holiday activities, sporting activities, and cultural arts events to enhance the sense of community.*
- *Provide efficiently-used, well-maintained space for staff, volunteers, and participants in the recreation program.*
- *Inventory the facilities annually to ensure the appearance, safety, and accommodations meet the needs of the program and participants.*
- *Identify facilities that are needed by the community because existing facilities are inadequate, unavailable, offer poor conditions, or do not exist.*
- *Manage long-term facilities needs using the information of facility use, identification of needs, and community input.*

4.16.2 Environmental Setting

The San Marino Recreation Department provides a variety of recreation, leisure, and social programs and activities.

The City's primary recreational facility is the approximately 26.5 acre Lacy Park. Amenities include tennis courts, a sports field, a play area with structures, a rose garden, picnic tables, restrooms, the Thurnher House, which is former lodging for the Public Works Director, the Boy Scout House, and parking.

The City's General Plan also recognizes the importance of the partnership between the City of San Marino and the San Marino Unified School District regarding recreational facilities. The only swimming pool

available for public use is located at San Marino High School. The pool is operated and maintained by the school district but is used for both high school instruction/competitive swimming, and for the community's swim program for all ages. The school district also owns a field on Del Mar Avenue, known as "Del Mar Field." This is used extensively by the school district and community organizations for athletic programs.

The SMC building was originally constructed in 1952 by the San Marino Woman's Club to hold community events and club meetings. In 2005, the City purchased the SMC from the San Marino Women's Club to use as a community center and meeting space for senior and youth recreation programs, and community events and other activities.

4.16.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. 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	
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	

Discussion

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?

Less Than Significant Impact. The Project does not propose any residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks, or other recreational facilities, including the SMC. The purpose of the Project is to modernize and improve the existing SMC to enhance the City's existing use of the facility. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional parks, thus, impacts there will be no impacts. The improvements to the SMC will ensure that the facility has the most modern equipment to provide recreational services for the long-term. The facility will be unavailable to the community during construction, which is a temporary impact. Therefore, there will be a less than significant impact.

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?

No Impact. The Project is the improvement of an existing community center. The Project does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. This Initial Study addresses the environmental impacts of the Project.

4.16.4 Mitigation Measures

There are no mitigation measures.

4.17 TRANSPORTATION

A Traffic Impact Study (TIS) was prepared for the proposed Project in June 2021 (Appendix E).

4.17.1 Regulatory Setting

Senate Bill 743

SB 743, passed in 2013, updated the way transportation impacts are measured in California for new development projects, to allow Californians more options to drive less. The change was made as part of the California Global Warming Solutions Act of 2006 (Assembly Bill [AB 32]) to assist with achieving climate commitments.

In January 2019, the California Office of Planning and Research (OPR) issued guidance relative to evaluating a project's Vehicle Miles Traveled (VMT) to reduce GHG emissions. The CEQA Guidelines were also subsequently revised to require that lead agencies utilize VMT-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects, beginning on July 1, 2020. Until that time, jurisdictions utilized a Level of Service (LOS) to analyze traffic impacts. The OPR guidelines require that projects be evaluated using VMT metrics but also allows jurisdictions to continue to use the LOS method as a secondary methodology for non-CEQA purposes.

Level of Service Evaluation Method

The Caltrans Highway Capacity Manual 6 (HCM 6) methodology provides a quantitative delay in seconds per vehicle (sec/veh) at intersections and assigns a qualitative letter grade that represents the operations of the intersection as a Level of Service (LOS). These grades range from LOS A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in Table 4.17-1 (Iteris, Inc., March 30, 2021). Cities across California continue this grading method to help guide its planning efforts relative to reducing impacts on traffic flow.

Table 4.17-1: Level of Service Descriptors

LOS	Description	Intersection Control Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Operations with very low delay occurring with favorable progression and/or shortcycle length.	≤ 10	≤ 10
B	Operations with low delay occurring with good progression and/or short cyclelengths.	>10 and < 20	>10 and < 15
C	Operations with average delays resulting from fair progression and/or longer cyclelengths. Individual cycle failures begin to appear.	>20 and < 35	>15 and < 25
D	Operations with longer delays due to a combination of unfavorable progression,long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	>35 and < 55	>25 and < 35

E	Operations with high delay values indicating poor progression, long cycle lengths,and high V/C ratios. Individual cycle failures are frequent occurrences.	>55 and < 80	>35 and < 50
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	> 80	> 50

Vehicle Miles Traveled Evaluation Method

The San Gabriel Valley Council of Governments (SGVCOG) produced a Vehicle Miles Traveled Evaluation Tool ("VMT Evaluation Tool"), which was developed by Fehr & Peers as part of the VMT Implementation Study effort. A number of the cities in the San Gabriel Valley, including the City of San Marino, utilize this tool for its VMT analysis.

Regional Transportation Plan

The Southern California Association of Governments (SCAG) is a council of governments representing the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. Every four years SCAG updates the Regional Transportation Plan (RTP) for the six-county region. On April 7, 2016, the SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy (2016 RTP/SCS). The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas emissions from transportation (excluding goods movement).

City of San Marino

The City of San Marino's Circulation Element (Meyer, Mohaddes Associates, Inc., August 1995) for its General Plan was established to provide for a safe, convenient and efficient transportation system for the city. To meet this objective, the Circulation Element was designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. The City's Circulation Element and the Final General Plan (2003) sets forth actions and policies pertaining to accident and traffic safety, transit and public transportation, ensuring easy and convenient access to the regional facilities, bicycle routes and pedestrian facilities, among other things. Relevant adopted policies include:

Circulation Element:

Functional Classifications of Roadways

- *Policy 11. Maintain and enhance the character of Huntington Drive as a Parkway and as the main commercial/civic center of San Marino, thereby strengthening support for these commercial areas, through landscaping and pedestrian amenities in keeping with the residential character of the community.*

Neighborhood Traffic Control Plans

- *Policy 13: Develop and implement neighborhood traffic control plans which will reduce the speed and volume of traffic on residential streets to acceptable levels.*

- *Policy 17: Improve safety at school drop-off areas and employ appropriate traffic control measures in the vicinity of schools to maximize safety for school children walking or bicycling to/from school.*

Public Transportation

- *Policy 18: The City shall work with public transit agencies to ensure that transit lines are routed on streets in accordance with the policies of [the] Circulation Element.*

- *Policy 22. The City shall continue to provide para-transit (Dial-A-Ride) services to residents, to the extent that resources allow.*

Non-Motorized Transportation

- *Policy 23: The City shall develop a bicycle plan which provides opportunities for safe, recreational bike usage and provides continuity between land uses in San Marino.*

- *Policy 24: The City shall evaluate the sidewalk system throughout the City, in all neighborhoods, and where approval for sidewalk installation is provided by residents.*

- *Policy 25: In areas of the City, where commercial or public facilities are located, the City shall implement measures to enhance the pedestrian and bicycle environment, to attempt to slow passing vehicular traffic, and to ensure handicapped accessibility in accordance with the requirements of the Americans with Disabilities Act.*

- *Policy 26: Install pedestrian-activated signals, where appropriate, and crosswalks to provide safe, adequate pedestrian accessibility for shopping areas and residences.*

Transportation Demand Management

- *Policy 36: The City shall encourage its residents and employees to utilize alternative modes of transportation such as buses, light rail transit, carpools, Dial-A-Ride vehicles, bicycles and walking and shall take measures to ensure that these alternate modes are available in the City.*

- *Policy 37: The City shall encourage Transportation Demand Management programs as a mechanism to reduce parking demands in the City.*

In addition to the City's General Plan and Circulation Element, the City of San Marino developed a Huntington Drive Safe Streets Corridor Plan that is focused on providing a vision for the future of the Huntington Drive corridor, from San Gabriel Avenue (east of the Project site) to Garfield Avenue (west of the Project site).

4.17.2 Environmental Setting

The Project site is located at 1800 Huntington Drive, along the south side of Huntington Drive, approximately 400 feet west of the intersection with West Drive. Huntington Drive, oriented in a northeast-southwest direction, is a six-lane divided roadway, representing the major east-west corridor through the city. Huntington Drive is designated as a Parkway in the City of San Marino's Circulation Element (Meyer, Mohaddes Associates, Inc., August 1995). The travel lanes are separated by a 60- to 65-foot median parkway, and the posted speed limit is 40 miles per hour. Huntington Drive in the Project vicinity directly serves mostly commercial and institutional uses, though there are some residences with frontage (driveway access) on the roadway (Iteris, Inc., March 30, 2021).

The Project site's main access is through three driveways on Huntington Drive, one of which will be removed with the Project. Alternative access is provided via West Drive, through the Library and School District parking lot.

In 2021, the City of San Marino conducted a Citywide Traffic Study ([Study], Iteris, Inc., March 30, 2021) that studied multiple intersections as part of the City's efforts to develop implementable safety and/or traffic calming improvements within the city. Intersections studied around the Project area included West Drive/Huntington Drive (east of the Project site) and Virginia Road/Huntington Drive (west of the Project site).

The Citywide Traffic Study identified that LOS "D" is generally acceptable. The Study found that the intersection West Drive/Huntington Drive operates at a LOS "D" in both peak AM and peak PM hours, and the intersection of Virginia Road/Huntington Drive operates at a LOS "D" in the AM and "C" in the PM peak hours. Therefore, the intersections currently operate at acceptable levels.

4.17.3 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION / TRAFFIC: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?			X	

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact. A Citywide Traffic Study (Iteris, Inc., March 30, 2021) was prepared that utilized traffic data and community feedback to develop implementable safety and/or traffic calming improvements within the city. The Traffic Impact Study prepared for the Project (Appendix E) analyzed four intersections in the Project vicinity utilizing data from the Citywide Traffic Study. The Traffic Study determined that the Project is expected to generate 19 new vehicle trips (13 inbound trips and 6 outbound trips) during the weekday AM peak hour. During the

weekday PM peak hour, the proposed Project is expected to generate 25 new vehicle trips (12 inbound trips and 13 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate approximately 312 new daily trip ends (156 inbound trips and 156 outbound trips) during a typical weekday. Based on application of the City's LOS standards identified in the Citywide Traffic Study, the proposed Project is not required to identify or construct intersection improvements at any of the study intersections.

The proposed Project is a modification of an existing building along a street that has a sidewalk for pedestrian use. A transit stop is located east of the Project at West Drive/Huntington Drive and at Virginia Road/Huntington Drive. No changes to the pedestrian or transit facilities are proposed. The Project is therefore in alignment with the City's Circulation Element, the Final General Plan, the 2014 Draft San Marino Bicycle and Pedestrian Plan, the San Marino Safe Routes to School Program, and the City of San Marino Huntington Drive Safe Streets Corridor Plan goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure. Further, development of the proposed Project will not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities. It is therefore determined that the proposed Project will result in a less than significant impact on active transportation and public transit in the vicinity of the Project site.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. Consistent with the requirements of CEQA Guidelines Section 15064.3, the City of San Marino has adopted significance criteria for transportation impacts based on vehicle miles traveled for land use development projects. The proposed San Marino Center Improvement project meets the criteria to be screened out of VMT analysis as it will serve the local population and is considered a community institution, thereby shortening travel distances and reducing VMT (refer to Appendix D). Thus, the proposed Project can be presumed to result in a less than significant VMT impact based on State guidance because it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

No Impact. Project improvements occur solely off highway and no road improvements are planned. Traffic may be temporarily slowed or diverted around the work site during utility installation, but all State traffic controls would be in place for the time of any construction that must occur in the street.

d) Would the project result in inadequate emergency access?

Less Than Significant. The proposed Project is required to comply with the City's development review process including review by the City Fire Department for compliance with all applicable fire code requirements for construction and access to the site. The access and circulation features within the site would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. Emergency vehicles would enter the Project site using the driveway entrance on Huntington Drive, or alternatively West Drive. The internal circulation includes ample area that can accommodate fire trucks. The roadway paving and design as well as the final design plans for the Project site's ingress and egress will be reviewed by the City Engineer for appropriate width and lanes. All access lanes will meet City requirements pursuant to the Uniform Building and Fire Code to ensure adequate emergency access throughout the Project site.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.4 Mitigation Measures

No mitigation measures are required.

4.18 TRIBAL CULTURAL RESOURCES

A Cultural Resources Assessment for the proposed Project was prepared by BCR Consulting in May 2021 (Appendix C). The assessment addressed the ethnographic and archaeology of the Native American occupation in San Marino, as summarized in this section.

Native American Heritage Commission Sacred Land File Search

In January 2021, BCR Consulting requested that the Native American Heritage Commission (NAHC) conduct a search of its Sacred Lands File to determine if cultural resources significant to Native Americans have been recorded in the Project footprint and/or buffer area. The NAHC responded stating that the search of its Sacred Lands File revealed positive results and to contact the Gabrieleno Band of Mission Indians – Kizh Nation.

City of San Marino AB 52 Tribal Consultation

The City of San Marino conducted tribal consultation in accordance with AB52 prior to adoption of the environmental documentation by sending letters on June 1, 2021 to the following tribes:

- Mr. Sam Dunlap, Cultural Resources Director, Gabrieleno/Tongva Nation
- Chief Anthony Morales, San Gabriel Band of Mission Indians
- Chairman Andrew Salas, Gabrieleno Band of Mission Indians – Kizh Nation

4.18.1 Environmental Setting

The Gabrielino are believed to have first encountered Europeans when Spanish explorers reached California's southern coast during the 15th and 16th centuries (Appendix C). The land of the City of San Marino, which was part of the San Gabriel Mission, was initially occupied by Gabrielino (Tongva) Indians, who had a village located on what is now the Huntington School.

During the AB 52 consultation the City and a Kizh representative discussed the Kizh historical landscapes, ceremonial places, subsurface artifacts, and other Kizh tribal cultural resources. Significant, confidential information was shared, including Kizh oral history, elder testimony, testimony by Kizh Certified Archaeologist, John Torres, data on Native American discoveries in proximity to the Project, historical information on Kizh cultural and historical uses of the area at and surrounding the Project site, historical maps, and relevant historical literature.

4.18.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: 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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 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.		X		

Discussion

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 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)?

Less Than Significant with Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. However, based on AB 52 tribal consultation, the Kizh representative requested mitigation measures to be included in the Project. As such, **Mitigation Measure TRC-1, TRC-2, and TRC-3** are included to reduce potential impacts to potential Native American resources. Mitigation measures are located at the end of this section.

b) 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 a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. 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?

Less Than Significant Impact with Mitigation Incorporated. The Project site is previously disturbed land currently under commercial land use. Although ground-disturbing activities would occur on previously disturbed land, there is the potential to uncover unanticipated tribal cultural resources. There are no resources that have been identified as significant within or near the Project site. However, based on AB 52 tribal consultation, the Kizh provided information pertaining to tribal history. identified that various tribal cultural resources generally exist in the region, and requested mitigation measures to be included in the Project. As such, **Mitigation Measure TCR-1, TCR-2, and TCR-3** are included to reduce potential impacts to potential Tribal Cultural Resources.

4.18.3 Mitigation Measures

The following mitigation measures are required to reduce potential impacts to less than significant:

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant, lead agency or construction contractor shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations. "Ground- disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., , as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing

activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

A. Native American human remains are defined in Public Resources Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).

D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh monitor determines in his/her sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) 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.

F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

A. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

Water is supplied to the City of San Marino by California-American Water Company (CAWC) and the Sunny Slope Water Company. Wastewater is managed and treated by the City of San Marino Public Works Department. Electricity is provided by Southern California Edison (SCE), and natural gas is provided by The Gas Company (TGC). Solid waste is hauled by Athens Services to various landfills.

4.19.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:				
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	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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	
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	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or

telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project is to improve the existing community center to upgrade the façade and interior of the building to maximize use.

The center is served by all existing utilities. Minor modifications of the utilizes planned as part of the Project include replacing the overhead electrical service with an underground electrical service, including a minor electrical upgrade to today's standards, and a new landscaping water service and meter to replace the existing irrigation lines. Additional water lines will be run to service the new fire sprinkler system. These upgrades are minor modifications and do not represent a significant increase over service capacity that is currently provided. Therefore, impacts are less than significant.

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

Less than Significant Impact. The proposed Project is to upgrade an existing community center. The water demand after the proposed Project will be similar to the current demand. The CAWC has sufficient water supplies available to service the Project. Therefore, there will be a less than significant impact.

c) Would the project 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?

Less than Significant Impact. The proposed Project is to upgrade an existing community center. The wastewater generated after the proposed Project will be similar to current volumes. The City has sufficient capacity available to service the Project. Therefore, there will be a less than significant impact.

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?

Less than Significant Impact. The proposed Project is to upgrade an existing community center. The solid waste demand after the proposed Project will be similar to the current demand.

The City's General Plan identifies the following objectives and policies regarding waste disposal and recycling:

Objective NR.10 Continue to improve waste diversion and recycling programs.

Policies:

- *Review programs that allow for mixing waste either in a single recycling bin or with other refuse, and adopt the most appropriate, cost-effective latest technologies.*
- *Work with contractors to give the City more control over the waste diversion program, including reporting.*
- *Implement appropriate green waste recycling by the City's public works department.*

The City's solid waste hauler contracts with a waste hauler that can dispose of waste at various sites in Los Angeles County. Waste collected from San Marino residences is taken directly to the Athens Materials Recovery Facility (MRF) in the City of Industry where it is separated for recyclables and disposed of or recycled.

Construction debris, such as wood from the shake roof which will be completely replaced, and various materials will be generated from Project construction, but the amount is anticipated to be minor and within the limits that can be handled by the waste system and or recycled. The waste hauler also typically works with contractors to encourage them to separate inert construction materials, which can be recycled, from non-recyclable materials. Given that the waste hauler has an active recycling program and can utilize multiple landfills within Los Angeles County, there will be a less than significant impact.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste.

The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.

4.19.3 Mitigation Measures

No mitigation is required.

4.20 WILDFIRE

4.20.1 Environmental Setting

The City's General Plan identifies that the City has a very low risk and a very low incidence of structural and brush fires. There are typically only a few significant structural fires a year.

The City General Plan indicates that the only area of high wildfire sensitivity is the Kewen Canyon estate area located approximately 3 miles east of the SMC. The steep terrain, growth of vegetation, tree canopy, and dry weather in the Kewen Canyon/Kewen Drive area contribute to the potentially hazardous conditions. The City Fire Department regularly patrols the area and works with property owners in the area to clear brush around homes as well as conduct emergency preparedness activities.

The SMC is in the urbanized area of San Marino, where there is no risk of wildfire.

4.20.2 Impact Analysis

CEQA THRESHOLDS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. 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	
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 wildfire?				X
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
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

Discussion

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

Less Than Significant. The proposed Project is not located within a very high fire hazard severity zone as identified CalFire or the City of San Marino. The nearest potential wildfire area is located approximately 3 miles east in the Kewen Canyon/Kewen Drive area. The Project is however located off of Huntington Drive, which would be an evacuation route for residents of that area.

The San Marino Police Department, California Highway Patrol, and other cooperating law enforcement agencies have primary responsibility for evacuations. These agencies work together to assess fire behavior and spread, which ultimately influence evacuation decisions. Evacuation routes are generally identified by fire protection and law enforcement personnel, are determined based on the location and extent of the incident and include as many predesignated transportation routes as possible. The proposed Project would be served by an existing circulation system that provides access to the Project site and facilitates vehicular circulation throughout the project area in accordance with Riverside County and State standards. Depending on the nature of the emergency requiring evacuation, it is anticipated that the majority of the Project area users would exit the Project area via the existing roadway circulation system. Project implementation would not impair access to these roadways should an evacuation be required. It is not anticipated that the Project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts will 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?

No Impact. The proposed Project is not located within a very high fire hazard severity zone according to CalFire and the City. The Project is located in an urban area with no slopes and flat topography. The Project will not exacerbate wildlife risks, therefore, the Project will not exacerbate a wildfire risk and therefore expose Project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. There are no impacts.

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?

No Impact. The proposed Project is not located within a very high fire hazard severity zone according to CalFire and the City. The Project is located in an urban area with no slopes and flat topography; and therefore, does not require the installation or maintenance of associated wildfire prevention infrastructure that may exacerbate fire risk or result in temporary impacts to the environment. Project improvements include the installation of a fire sprinkler system to quickly eliminate a fire within the building. Therefore, there are no impacts.

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?

No Impact. The proposed Project is not located within a very high fire hazard severity zone according to CalFire and the City. The Project is located in an urban area with no slopes and flat topography. The proposed construction and operational activities would not expose people or structures to risks involving post-fire slope instability or drainage changes. No impacts would occur.

4.20.3 Mitigation Measures

No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
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	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. As stated in this Initial Study, although the proposed Project would not affect the quality of the environment with respect to the habitat of a plant or animal community, the mitigation identified in the Initial Study would reduce such impacts through the provision of adherence to the MTBA and its protection of nesting birds and the on-site trees through implementation of Mitigation Measure BIO-1 and Mitigation Measure BIO-2. With mitigation, impacts related to this issue are considered to be less than significant.

Pursuant to AB52, the City and the Kizh developed Mitigation Measures TCR-1 through TCR-3 to reduce potential impacts to tribal cultural resources. Therefore, the potential impacts to California pre-history can be mitigated to less than significant.

Additionally, Mitigation Measure CUL-1 provides a process to address potential buried, unanticipated cultural, archaeological and/or paleontological resources are discovered.

With respect to important examples of the major periods of California history or pre-history as discussed in Section 4.5, the San Marino Community Center is eligible for listing on the National Register of Historic places, is listed on the California Register of Historic Places, and is considered as a City landmark under the standards of the City's code. As such, CEQA requires that any proposed project activities should be consistent with "plans for rehabilitation to ensure that the undertaking maintains consistency with the Secretary of the Interior Standards for the Treatment of Historic Properties" (36 CFR, Part 68) in order to be less than significant. PRC Section 5020.1(q) defines a "substantial adverse change" to mean the demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired.

The Project, in its current design, does not meet the Secretary of the Interior Standards for the Treatment of Historic Properties. The current Project design would alter the building in a manner that the significance of the resource would be impaired; and therefore, there would be a Potentially Significant Impact in that it would eliminate an important example of a major period of San Marino history.

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)?

Less Than Significant Impact. The City of San Marino is currently built out. Most projects are commercial and residential remodeling projects. Any overlap of Project construction and construction with other projects in the City would be less than significant because of the small nature of the work and the short timing. Relative to operations, the Traffic Impact Study prepared for the Project (as discussed in Section 4.17), identified that assuming a 1 percent City growth rate by the time the Project is fully operational (assumed to be 2023), the Project would not cause a cumulative impact. Therefore, the impacts are less than significant, and no mitigation is required.

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

Less Than Significant With Mitigation Incorporated. Implementation of the proposed Project may result in direct and indirect impacts such as exposure to hazards associated with hazardous waste and public services. However, adherence to standard requirements and identified mitigation measures (Mitigation Measure HAZ-1, HAZ-2, and HAZ-3 and PS-1 through PS-5) would reduce these impacts to less than significant.

5 SUMMARY OF MITIGATION MEASURES

The following mitigation measures were identified to reduce impacts to less than significant:

BIOLOGICAL RESOURCES

BIO-1: If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can resume.

BIO-2: Prior to construction, a certified arborist shall be retained to flag trees that will be avoided and observe excavation activities that are planned within the root zone of the protected trees and assist the contractor in conducting excavation in a manner that will not impact the tree roots.

CULTURAL RESOURCES

CUL-1: **Provision for Unanticipated Cultural/Archaeological Buried Resources:** In the event that cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease, and a qualified cultural/archaeologist specialist meeting Secretary of Interior standards shall be hired to assess the find. If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the Project. Work on the other portions of the Project outside of the buffered area may continue during this assessment period. Salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed, and the treatment of discovered Native American remains shall comply with State codes and regulations of the Native American Heritage Commission (NAHC). Any significant archaeological resources found shall be preserved as determined necessary by the Project

archaeologist and offered to a qualified repository for curation. Any resulting reports will be submitted to the South Central Coastal Information Center.

HAZARDS AND HAZARDOUS WASTE

HAZ-1: Unanticipated Encounters With Hazardous Waste: Following the abatement of hazardous materials by contractors licensed to remove said materials, should materials similar to those identified in "Comprehensive Hazardous Materials Survey Report" (Vista, November 2021), or if other forms of suspect hazardous materials are discovered during the remaining work activities, maintenance personnel and/or contractors must immediately cease work activities which may initiate an exposure episode, and notify the City Public Works Department manager. All such materials should be assumed to be hazardous and handled accordingly until properly tested and assessed.

HAZ-2: Construction Safety and Evacuation Plan: Prior to the start of Project construction, the City shall designate construction equipment and materials safety and staging areas for the City employees and contractors to follow during construction. The staging area plan shall be prepared collaboratively with and/or approved by the San Marino Unified School District and Huntington School personnel. Additional items to be addressed in the plan shall include but not be limited to safety barrier locations, identifying a clear walking path for students, posting hazard signs, and identifying a construction communication protocol between City and School staff.

Additionally, the plan shall address the evacuation protocol for the school, and procedures that the City and contractor must adhere to in the event of a school evacuation during SMC construction.

HAZ-3: Shared Evacuation Plan – Operations. The City shall work with the San Marino Unified School District and Huntington School to create an evacuation plan that addresses procedures if an emergency occurs that effects both facilities, as well as emergency communication protocols when an emergency would impact the parking lot for both facilities.

NOISE

NOI-1 The City will place the following noise-reducing best management practices on the Project construction plans:

- Construction Equipment Controls: require the contractor to utilize electric powered equipment as much as possible, heavy equipment should have proper mufflers installed, and locating any generators or compressors as far from the sensitive receptors as possible.

- Limit Operations Adjacent to Receivers: Limit the number of large pieces of equipment (i.e., bulldozers or concrete mixers) operating adjacent to receivers to one at any given time.

- Neighbor Notification. Provide notification to residential occupants nearest to the Project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the Project site. The notification should include a telephone number for local residents to call to submit complaints associated with construction noise. The notification should be posted along Huntington Drive and be visible from adjacent properties.

PUBLIC SERVICES

PS-1 **Shared Event Calendar**. The City and the Huntington Middle School should maintain an events calendar that is accessible and shared between the City (for library and SMC events) and the Huntington Middle School which would include the date, time and duration of the event, including the expected attendance figure for each event. Special SMC events/meetings where 40 attendees or more are expected would require further coordination with the Huntington Middle School and Crowell Public Library to ensure that any overlap of activities is minimized to the extent possible. To the extent feasible, the City and the Library shall avoid scheduling classes/meetings/events held at the SMC and the Crowell Public Library that begin or end such that it overlaps with the morning drop-off and afternoon pick-up peak time periods at the Huntington Middle School.

PS-2 **Managed Parking Collaboration**. The City and the Huntington Middle School should collaborate to implement managed parking for some spaces within the on-site parking facility (i.e., both valet parking spaces and tandem parking spaces) which would increase the effective parking supply as valet-attended parking could occur within drive aisles located throughout the on-site parking areas or other nearby lots (i.e., District Office parking lot).

PS-3 **Additional Parking Study for Huntington Drive.** The City will study the installation of additional parking spaces along the south side of Huntington Drive along the SMC frontage, similar to the spaces that are currently in front of the Crowell Public Library, and implement as feasible.

PS-4 **Encourage Alternative Transportation**. The SMC, Crowell Public Library and Huntington Middle School should encourage all of its users and employees to utilize alternative modes of transportation including but not limited to: bicycle, transit, ride-share, and other ride service opportunities to events where appropriate.

PS-5 **Conduct Future Parking Study**. The City will conduct a parking utilization monitoring study one year from issuance of the Project's Certificate of Occupancy. The parking utilization monitoring study must demonstrate that on-site parking is adequate to meet Project demand during both weekday and weekend conditions. If the study shows that Project parking demand exceeds the supply of parking within the Project, the City shall propose measures to reduce spillover parking impacts, subject to review and approval by the Director of Community Development. The parking reduction strategies may include, but are not limited to: 1) preparation of a Valet Parking Plan, 2) provision of transit passes

and/or ride-share subsidies for employees, and/or 3) subsidized off-site parking options in order to minimize on-site employee parking demand, if necessary.

TRIBAL CULTURAL RESOURCES

TCR-1 Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

D. The project applicant, lead agency or construction contractor shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations. "Ground- disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

E. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

F. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground- disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., , as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

G. Native American human remains are defined in Public Resources Code Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

H. If Native American human remains and/or grave goods are discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

I. Human remains and grave/burial goods shall be treated alike per California Public Resources Code Section 5097.98(d)(1) and (2).

J. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh monitor determines in his/her sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)

K. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) 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.

L. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

H. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.

I. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

J. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

K. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

L. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

M. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

N. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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Appendix A
Parking Agreement – City of San Marino and SMUSD

Appendix B
Air Quality / Greenhouse Gas Analysis

Appendix B-1
Energy Analysis

Appendix C
Cultural Resources Report

Appendix C-1
Recommendations Memo, Chattel Historic Preservation Consultants

Appendix D
Noise Analysis

Appendix E
Traffic Impact Analysis