Draft Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for the La Serna Townhomes Single-Family Attached Condominium Project in the City of Whittier, County of Los Angeles, California

Lead Agency:
City of Whittier
13230 Penn Street
Whittier, CA 90602-1772

March 4, 2022

- This document is designed for double-sided printing -

Table of Contents

1 Introduction 1
1.1 – Purpose of CEQA 1
1.2 – Public Comments 2
1.3 – Availability of Materials 3
2 Project Description 4
2.1 – Project Title 4
2.2 – Lead Agency Name and Address 4
2.3 – Contact Person and Phone Number 4
2.4 – Project Location 4
2.5 – Project Sponsor's Name and Address 4
2.6 – General Plan Land Use Designation 6
2.7 – Zoning 6
2.8 – Project Description 6
2.9 – Surrounding Land Uses and Setting 10
2.10 – Required Approvals 11
2.11 – Other Public Agencies Whose Approval is Required 11
2.12 – Tribal Consultation 11
3 Determination 12
3.1 – Environmental Factors Potentially Affected 12
3.2 – Determination 12
4 Evaluation of Environmental Impacts 14
4.1 – Aesthetics 14
4.2 – Agriculture and Forest Resources 16
4.3 – Air Quality 18
4.4 – Biological Resources 25
4.5 – Cultural Resources 27
4.6 – Energy 29
4.7 – Geology and Soils 32
4.8 – Greenhouse Gas Emissions 37
4.9 – Hazards and Hazardous Materials 40
4.10 – Hydrology and Water Quality 44
4.11 – Land Use and Planning 49
4.12 – Mineral Resources 51
4.13 – Noise 52
4.14 – Population and Housing 57
4.15 – Public Services 58
4.16 – Recreation 61
4.17 – Transportation 62
4.18 – Tribal Cultural Resources 68
4.19 – Utilities and Service Systems 73
4.20 – Wildfire 77
4.21 – Mandatory Findings of Significance 78
5 References 81
5.1 – List of Preparers 81
5.2 – Persons and Organizations Consulted 81

6 Mitigation Measures..... 85

List of Figures

Figure 1	Regional Context	5
Figure 2	Vicinity Map	5

List of Tables

Table 2.9-1	Surrounding Land Uses	11
Table 4.3-1	Construction Emissions	20
Table 4.3-2	Operational Emissions	22
Table 4.6-1	Estimated Project Operational Energy Use	32
Table 4.8-1	Project Greenhouse Gas Emissions	39
Table 4.17-1	Trip Generation Comparison	66

Appendices

Appendix A Project Plans: Tentative Tract Map No. 83435 [TTM 21-0002], Conditional Use Permit No. 21-0007, and Development Review Permit No. DRP21-0055 – Tentative Tract Map, Grading Plan, Utility Plan, Fire Access & Hydrant Plan, Site Plan, Open Space Plan, Floor Plans, Elevations, Landscape Plan, Wall/Fencing Plan and Lighting Plan

Appendix B Air Quality Impact Analysis

Appendix C Preliminary Geotechnical Investigation

Appendix D Greenhouse Gas Analysis

Appendix E E-1: Phase I Environmental Site Assessment Report
E-2: Limited Phase II ESA Report
E-3: Hazardous Material Survey Inspection Report

Appendix F Preliminary Hydrology Study

Appendix G Preliminary Low Impact Development (LID) Plan

Appendix H Noise Impact Analysis

Appendix I I-1: Vehicle Miles Traveled (VMT) Screening and Trip Generation Assessment
I-2: Multi-Way Stop Warrant Analysis

Appendix J Sanitary Sewer Analysis

Appendix K Will Serve Letters

1 Introduction

The City of Whittier (Lead Agency) received a Tentative Tract Map, a Conditional Use Permit application and a Development Review Permit application from La Serna Partners, LP (property owner) for the development of a new 42-unit, three-story attached single-family condominium project. The approval of the applications constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed attached residential project.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.9);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the

quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
c) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Alan Hernandez, Assistant Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
hernandeza@cityofwhittier.org

Following a 30-day period of circulation and review of the Initial Study, all comments will be considered by the City of Whittier prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Alan Hernandez, Assistant Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
hernandeza@cityofwhittier.org

2 Project Description

2.1 – Project Title

La Serna Townhomes Single-Family Attached Condominium Project

2.2 – Lead Agency Name and Address

City of Whittier, 13230 Penn Street, Whittier, CA 90602-1772

2.3 – Contact Person and Phone Number

Alan Hernandez, Assistant Planner 562-567-9320

2.4 – Project Location

Regionally, the project site is located in the City of Whittier, Los Angeles County, California. The City of Whittier (City) is located within the southeastern portion of Los Angeles County, approximately 20 miles southeast of Downtown Los Angeles; refer to Figure 1, Regional Context. The City is bordered by the unincorporated community of Hacienda Heights and the cities of La Habra Heights and Industry to the north/northeast. The City of Pico Rivera lies to the west, La Habra to the southeast and the Cities of Santa Fe Springs, La Mirada, Norwalk, and Orange County to the south. Regional access to the City is provided via Interstate 605, which is located near the City's western boundary and Interstate 5. The project site is approximately 6-miles south of the Rosecrans Avenue/I-5 interchange.

The project encompasses two parcels located at 9829 La Serna Drive (Assessor's Identification Number [AIN]: 8224-017-022 and 023) in the City of Whittier in Los Angeles County, California. The parcels are on the west side of La Serna Drive, south of Janine Drive and approximately 200 feet north of Whittier Boulevard (State Route 72) (see Figure 2, Vicinity Map). The parcels have property frontage on La Serna Drive and Janine Drive. The latitude and longitude is 33° 56' 55.65" North and 118° 00' 09.49" West.

2.5 – Project Sponsor's Name and Address

Owner/Applicant:
La Serna Partners, LP
4100 Newport Place, Suite 790
Newport Beach, CA 92660

Figure 1 Regional Context

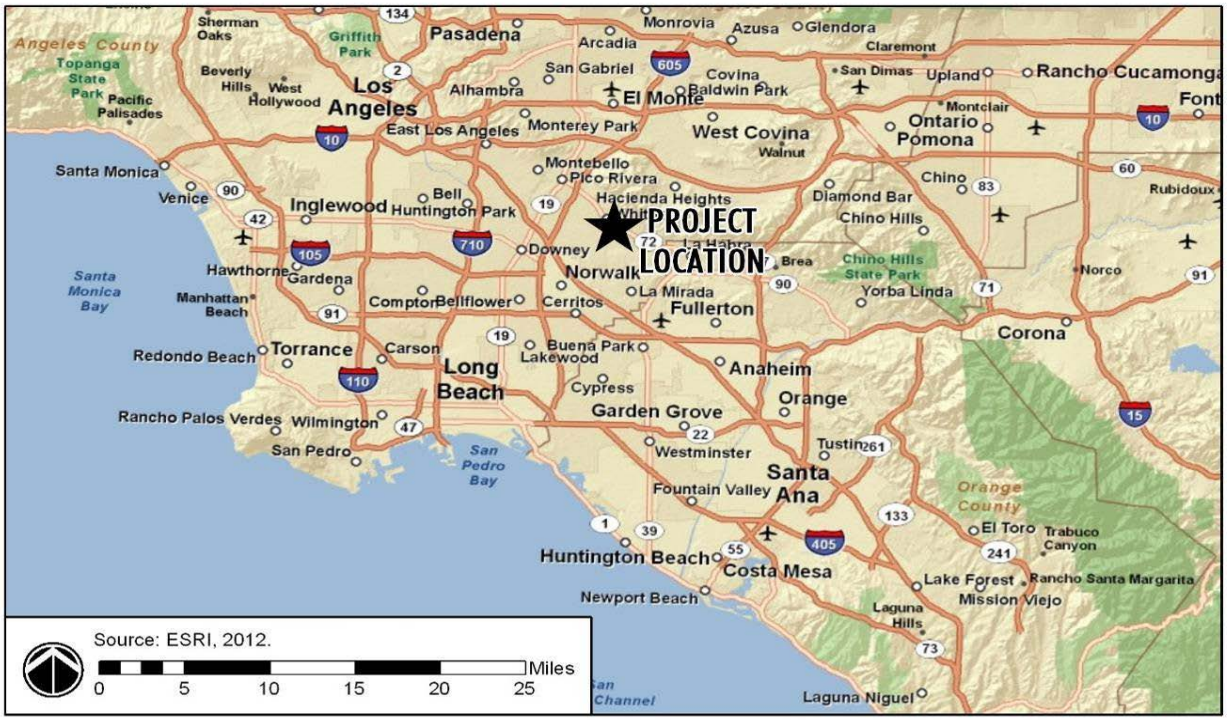
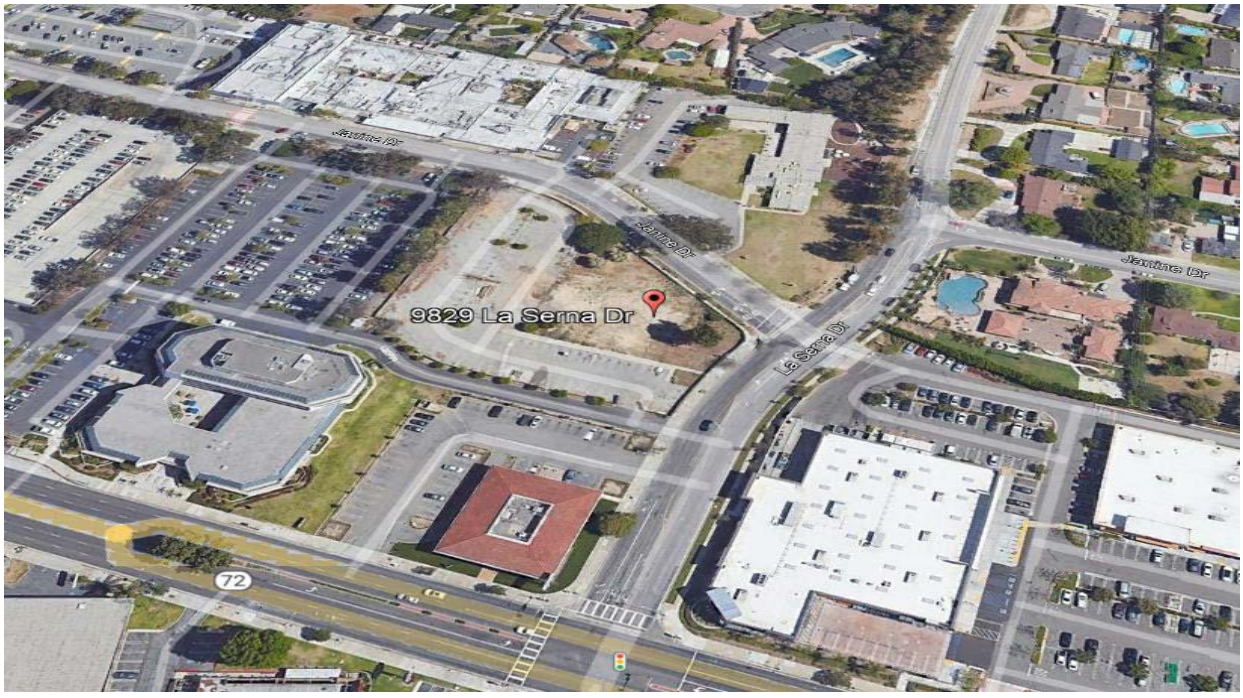


Figure 2 Vicinity Map



Google Earth, Map 2022

2.6 – General Plan Land Use Designation

The 2040 Envision Whittier General Plan Land Use Map designates the 1.84-acre site as Mixed Use 1 with a density of 20-30 du/ac, a population density of up to 90 pp/ac, an intensity of 1.00 Floor Area Ratio and structures at a maximum height of 40 feet. The proposed project density is 22.8 du/acre.

2.7 – Zoning

The project site is zoned Whittier Boulevard Specific Plan (WBSP), Shopping Clusters with the II sub-area.

2.8 – Project Description

Tentative Tract Map No. 21-0002 (TTM 83435) proposes a 1.84-acre single lot map for residential condominium purposes.

Conditional Use Permit No. CUP21-0007, a permit to allow for development standard deviations under the Development Hardship provisions (Section 4.7) of the Whittier Boulevard Specific Plan. The deviations requested will permit ground level residential uses located within 300 feet of Whittier Boulevard, a reduction in the distance between buildings, and a side setback modification within the Shopping Cluster District II area.

Development Review Permit No. DRP21-0055 to construct and operate a new 42-unit, three-story, attached condominium residential development.

BACKGROUND

Based on historical research conducted by Smith-Emery Geoservices, from before 1928 to early 1960s, the site was used for agricultural purposes. In 1963, the southeastern portion of the site was a baseball field. The site was vacant land in the 1970s. In 1978, a restaurant and bakery was constructed and operated through 2019 as the Marie Callender's Restaurant. In May 2020, the property owner applied through the City of Whittier for a demolition permit. The permit (DE20-0753) was to demolish the 9,244 square foot single-story commercial structure. The permit was finalized on July 22, 2020. The site is currently occupied with the vacant restaurant pad and the surrounding parking lot.

PROJECT CHARACTERISTICS

The project is proposing a one-lot Tentative Tract Map for condominium purposes on the 1.84-acres to allow for the residential development. The property owner will construct 42 single-family attached residential units and infrastructure improvements.

Site Preparation & Grading

The remaining asphalt parking lot will be removed as part of the site preparation process. The site requires grading. The anticipated cut is approximately 2,474 cubic yards and the approximate fill material is 474 cubic yards requiring the import of 2,000 cubic yards of cut material to support the proposed development. A haul route has not been specified at this time.

Site Access

The former Marie Callender's use had a driveway on Janine Drive that aligned with the Whittier Hospital Medical Center Emergency Room access and a shared driveway on La Serna Drive. The proposed project will continue to utilize the same shared driveway on La Serna Drive, however, the access on Janine Drive has been modified to align with the adjacent Shepherd of the Hills Lutheran Church. The project will utilize the existing painted median along Janine Drive and turning vehicle are not anticipated to block through traffic along Janine Drive. Access to the project site will be from two non-gated 28-foot driveways on La Serna Drive and Janine Drive. The 42 residences will be served by a private driveway system, accessed from La Serna Drive and Janine Drive.

42-Unit Attached Single-Family Condominiums

The applicant, La Serna Partners, LP, proposes a total of 42 new attached three-story condominium units which are designed as individual single-family residences. The project applicant has designed the project to incorporate a Spanish architectural style.

The project includes a combination of 8 two-bedroom units and 34 three-bedroom units in eight different plan types in six separate buildings. Each unit will have a two-car garage. The built product will consist of 57,998 net square feet. The average net square footage of the units is 1,381 square feet with an average private open space of 107.9 square feet. The units range from 1,101 to 1,814 net square footage.

The Mixed Use 1 development standards require that no building or structure shall have a height in excess of forty feet. The Whittier Boulevard Specific Plan, Shopping Clusters II development standards specify a minimum building height pf 24 feet with a maximum of 4 floors and 55 feet. The project elevations show a height of 39 feet and three stories which is compliant with the Mixed Use 1 standards and the WBSP standards.

All homes will be constructed with solar photovoltaic systems standard and will incorporate the latest energy efficiency technology as required by the California Energy Commission.

Open Space

The proposed project includes both common and private open space. A total of 12,675 square feet of common open space will be provided in a central recreation area, a dog park in the northwestern corner of the site, residential entry paseo and a south yard area. The central recreation area will include a shade structure with two round picnic tables, two benches and a barbeque. The private open space in balconies/patios ranges from 71 to 206 square feet with an average of 107.9 per unit.

Landscaping

In Appendix A, Project Plans - Conceptual Landscape Plan, it illustrates the trees, shrubs, succulents, grasses, turf, and vines that will be installed throughout the site. The applicant is proposing to landscape approximately 16,942 square feet (0.39-acre) of the project site along the La Serna Drive frontage, the Janine Drive frontage and the interior common areas. There will be 62 new trees planted with this development.

Parking

As required, each of the 42 units is designed with a garage, for a total of 84 garage spaces. In addition, 19 uncovered spaces are provided.

Walls and Fences

The applicant proposes to construct a new six-foot high block wall with a retaining wall along the project's western property line and a 3-foot high tubular steel fence on top of 3-foot splitface block wall along the southern property line. The dog park will be fenced with a 6-foot high tubular steel fence. Units along Janine Drive will feature a 3-foot high patio wall with gates. Building E will feature a 42-inch high tubular steel fence on a low concrete masonry unit wall to separate the units from the common open space.

New Infrastructure

Storm Drain – The previous developed site consists of a vacant commercial building pad with a parking lot area. The majority of parking lot area is covered with impervious paving. The pre-development drainage of the project site is generally surface sheet flow southeasterly towards the private alley on the southern boundary via an onsite v-gutter and eventually downstream to La Serna Drive. All drainage appears to surface flow with no sign of any storm drain onsite to the downstream storm drainage system. The project proposes the construction of 6 buildings with 42 attached condominium with private garages, private drive aisles, sidewalks, and common landscaped areas. The project site will be accessible with an entrance/ exit along Janine Drive and the existing private alley. The private alley on the southerly site is proposed for access to proposed development and existing adjacent properties. The private alley was analyzed as an offsite area due to the inseparable confluence flow from upstream adjacent properties, which peak flowrate drainage was determined to unaffected by replacement in-kind and analysis validated within this Hydrology report. Onsite drainage is divided into two (2) drainage management areas (DMAs) that are graded to ultimately route runoff towards La Serna Drive to preserve pre-development condition drainage conditions. Grated and curb inlets are place at the street low points to collect and direct runoffs from each DMA to a detention system, which will feed a WetlandMOD biofiltration system to conform with water quality treatment standards. Treated stormwater from both DMA will enter a pump station that outlets towards a proposed parkway drain on La Serna Drive. In cases of high storm event, westerly portion of the site is graded to outlet overflow at the entrance of the site at the private alley which flows downstream as pre-development conditions. The runoff generated from the easterly portion of the site is captured at the catch basin installed with a pipe system that is size to outlet the 100-year storm event to the proposed parkway drain. During a higher storm event, runoff will top over the curb and sheet flow towards La Serna Drive as the low point of the proposed site to preserve pre-development conditions.

Sanitary Sewer – Sewer collection will be accomplished by way of private sewer laterals and mains. According to the City of Whittier Sewer Atlas, there is one 8" sewer line that flows through Janine Drive and La Serna Drive along the project frontage. This existing sewer main flows easterly along Janine Drive approximately 6' south of Janine Drive's centerline and turns south flowing southerly along La Serna Drive. The main is approximately 36' west of the La Serna's centerline underneath the existing sidewalk and flows towards Whittier Blvd. The proposed project site is designed to contribute sewer flow to the 8" VCP sewer line in La Serna Drive.

Based on sewer monitoring data collected, the sewer systems located in La Serna Drive indicated good flow, along with hydraulics and relatively low depths. The proposed residential development

project onsite system flows will increase the overall downstream system of the local main by approximately 7.7% at peak flow and the volume of flow does not exceed 50% of the capacity of the pipes (d/D<0.50). Based on the analysis above, we conclude that effluent volumes produced by the proposed development should not significantly impact or exceed the existing sewer capacity in the public system, and that the existing sewer system along La Serna Drive has adequate capacity for the proposed development.

For downstream lines, the existing level of flow of the 8" sewer main in Scott Avenue already exceeds LA County standard capacity (d/D=0.6525) at its' peak. Although the average flow level of the study was 3.544 in (which meets county standards), it displays that the existing daily peak flow level exceeds the 4" flow level capacity (d/D=0.50) on most days of the sewer flow study. The existing peak flow measured was at 5.22 inches, which is 1.22 inches above standard. The proposed residential development project onsite system flows will increase the overall downstream system of the local main by approximately 3.3% at peak flow. The proposed project site only increases the flow slightly and can be considered negligible.

Domestic Water – Domestic water will be provided to the project by Suburban Water Systems through a connection to the existing 8" main in Janine Drive and La Serna Drive and distributed through a private water system to individual meters for each house, and to a common irrigation meter. Fire sprinkler flow will be supplied by individual house meters. Additional water utility infrastructure will be installed at the developer's expense to service this subdivision.

Streets, Circulation and Parking – The project will take access from Janine Drive and La Serna Drive. Circulation will be achieved using two access points and an internal private driveway system. The project meets LA County Fire access standards.

Dry Utilities – The project will be served with a new underground electric distribution system which connects to the existing power systems along Janine Drive and La Serna Drive. A private street light system will be constructed within the subdivision.

Solid Waste Collection

Trash storage will be in the garage of each residential unit, and containers (green waste/organics, landfill, and recyclables) will be picked up by Republic Services (City franchisee) weekly. Residential customers for Building C, D and F will be required to roll-out their solid waste cart, recycling cart, and green waste cart to the driveway aisle adjacent to Buildings A and B for collection service.

DEVELOPMENT HARDSHIPS

The applicant has requested relief from development standard deviations under the Development Hardship provisions (Section 4.7) of the Whittier Boulevard Specific Plan (WBSP). The deviations requested will permit ground level residential uses located within 300 feet of Whittier Boulevard, a reduced distance between buildings, and side setback modification within the Shopping Cluster District II area.

Section 4.7 Development Hardships provides a process for a property owner to develop or redevelop a site when the development standards and/or design guidelines in this Specific Plan substantially limit or fully prevent a site's development thereby causing a severe hardship to the property owner for which a zoning variance either does not apply or does not provide the necessary relief. A Conditional Use Permit may be granted to enable reasonable development, provided that the applicant presents clear and convincing evidence that strict adherence to all applicable development standards and/or design guidelines will substantially limit or fully prevent

viable development or redevelopment of the site and the approval authority can make the additional required findings.

WBSP Table 4-2: Intensity and Dimensional Standards states the side setback in the Shopping Clusters District be a minimum of five feet and a maximum of 10 feet.

WBSP Section 4.3 Shopping Clusters, *4.3.1 Additional Development Standards, b. Site Development,* 2. Minimum Space Between Buildings states:

a. Minimum space between buildings on a single property featuring commercial development within the first 300 feet of Whittier Boulevard, and featuring residential development beyond the 300-foot line:

   1) Buildings with predominantly commercial uses must be separated from residential development by a minimum of 30 feet.
   2) Residential buildings facing each other must be separated by a minimum of 50 feet.
   3) Residential buildings must be separated from adjacent residential buildings to the side and rear by a minimum of 30 feet.
   4) Residential development must also adhere to all applicable standards and guidelines for residential development contained within the Neighborhood Spine Plan Areas section.

The applicant is proposing to construct residential structures approximately 253.5 feet from Whittier Boulevard. Residential buildings facing each other are at 30 feet, and adjacent residential buildings (A and B) at 11 feet, 1 inch and Buildings C and D at 15 feet, 4-inches. The applicant is proposing a setback greater than 10 feet along the southern edge of the project.

PROJECT PHASING AND CONSTRUCTION

The proposed project will be constructed in the following phases: 1) demolition (5 days); 2) site preparation (2 days); 3) grading (10 days); 4) building construction (220 days); 5) paving (10 days; and 6) architectural coatings (10 days). The project is anticipated to start construction in June 2022 and be completed in April 2023.

2.9 – Surrounding Land Uses and Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. Neighboring cities and communities include Pico Rivera and Los Nietos on the west, Santa Fe Springs and La Mirada on the south, La Habra and La Habra Heights on the east, and the unincorporated communities of Hacienda Heights and Rowland Heights on the north.

The 1.84-net acre project site includes two parcels at 9829 La Serna Drive (Assessor's Identification Number [AIN]: 8224-017-022 and 023) with direct access to Janine Drive and La Serna Drive, which border the site's northern and eastern boundary.

The project site is currently vacant with a former commercial restaurant pad and an asphalt parking lot.

Table 2.9-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Mixed Use I	Shopping Cluster II, Whittier Boulevard Specific Plan	Vacant - Former Restaurant Pad and Asphalt Parking Lot
North	Mixed Use I and Office	Shopping Cluster II, Whittier Boulevard Specific Plan	Shepherd of the Hills Lutheran Church and Whittier Hospital Medical Center
South	General Commercial	Shopping Cluster II, Whittier Boulevard Specific Plan	Credit Union of Southern California
East	General Commercial	Shopping Cluster II, Whittier Boulevard Specific Plan	Amazon Fresh, Ulta and Home Goods - Commercial Center
West	General Commercial	Shopping Cluster II, Whittier Boulevard Specific Plan	ATI College and Associated Parking Lot

2.10 – Required Approvals

The City of Whittier (lead agency under CEQA) will use this IS/MND in making decisions with regard to the approval of the 42-Unit Attached Residential Condominium Development, subsequent construction and development of the project. The City of Whittier is the only land use authority for this project requiring the following approvals:

- Tentative Tract Map No. 21-0002 (TTM 83435)
- Conditional Use Permit No. CUP21-0007, and
- Development Review Permit No. DRP21-0055

2.11 – Other Public Agencies Whose Approval is Required

The implementation of the proposed improvements would require the issuance of permits from various public agencies. The permits and approvals from lead, responsible, and trustee agencies that are necessary include:

- Los Angeles County Fire Department approval of proposed site improvements.
- California Regional Water Quality Control Board for water quality permits.

2.12 – Tribal Consultation

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

Yes. See Section 4.18 Tribal Cultural Resources for expanded discussion.

3 Determination

3.1 – Environmental Factors Potentially Affected

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

☐	Aesthetics	☐	Agriculture & 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

3.2 – Determination

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

Name: Alan Hernandez, Assistant Planner Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4 Evaluation of Environmental Impacts

4.1 – Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				☑
c) Conflict with applicable zoning and other regulations governing scenic quality?			☑	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			☑	

Sources

Information used to prepare the Aesthetics section is from the following sources: aerial photographs of the project area, the *City of Whittier General Plan, 2021*, the California Department of Transportation, California Scenic Highway Mapping System accessed February 1, 2022 and the City of Whittier *Municipal Code, Title 18 Zoning*.

Environmental Setting

The proposed project is located within an urbanized area, and the project site contains a former restaurant pad and an asphalt parking lot. Scenic resources within the City and the City's Sphere of Influence include the Puente Hills to the north of the City, and scenic roadway corridors such as Colima Road, Turnbull Canyon Road, Beverly Boulevard, and Skyline Drive. Puente Hills provide a visual framework for the City and a break in urban development. The Puente Hills provide a valuable and unique visual amenity and are visible from almost any part of the City.

Discussion

a) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The proposed project is located within an urbanized area visually dominated by residential, commercial and institutional land uses.

The proposed project is located at the southeast corner of La Serna Drive and Janine Drive within a fully urbanized area visually dominated by single-family residential and commercial land uses together with institutional uses and surface street features. This site is not considered to be

within or to comprise a portion of a scenic vista. Demolition of the existing parking lot and construction of the new 42 single-family attached residences would have no effect on a scenic vista. The proposed development is generally compatible in type and scale with the existing and planned surrounding development.

Due to the existing standards in place as identified in the Whittier Municipal Code, the relatively low scale of the proposed project, and the distance of the project from view sheds, no impacts on scenic vistas would occur. Therefore, no further analysis of this environmental issue is necessary.

b) **No Impact.** The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System. Thus, the proposed project would not damage the integrity of existing visual resources or historic buildings located along a State Scenic Highway. No impact on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, would result with the demolition of the existing parking lot and construction of the new 42 single-family attached residences. No further analysis is required.

c) **Less Than Significant Impact.** Development of a proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. The landscaping and trees in the existing surface parking lot west of La Serna Drive will be modified. The project would add new 62 trees within the residential development project.

Construction of the proposed buildings would alter the existing visual character of the site. Upon project completion, 42 new residences will be constructed. The immediate surroundings of the project site are a combination of residential, commercial, and institutional uses. Surrounding buildings are generally one to two stories in height. The parcels will be enclosed with walls and fencing on the southern and western property lines. With specified design features included, the project will have less than significant impacts on the visual character of the site and the surroundings.

d) **Less Than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this site, including freestanding street lights, light fixtures on buildings, pole-mounted lights, and vehicle headlights. The proposed project includes exterior parking lot and security lighting and building interior lighting. However, only outdoor lighting could have any effect on neighboring land uses. Light spillover and glare will be prevented by standard development review, which requires conformance to the City's development standards regarding light placement, luminosity, and light shield. Adherence to the City's standard lighting control procedures would reduce any impact associated with new lighting to a less-than-significant level.

Mitigation Measures

No mitigation is necessary because Aesthetic impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.2 – Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				☑
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))?				☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?				☑
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?				☑

Sources

Information used to prepare this section is from the following sources: California Department of Conservation, *Farmland Mapping and Monitoring Program of the California Resources Agency*; and California Department of Forestry and Fire Protection and the USDA Forest Service, California Land Cover Mapping and Monitoring Program (LCMMP), Vegetation GIS files for Pacific Southwest Region.

Environmental Setting

The proposed project is located in a suburban area surrounded by residential, commercial, and institutional uses. According to the California Department of Conservation, *Farmland Mapping and Monitoring Program* Map, the City is predominately designated as urban and built up land. There are no current Williamson Act Contract lands as shown on the 2012 Williamson Act Lands map for Whittier.

Discussion

a) **No Impact.** The proposed project will be located in a fully developed urbanized area. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No Williamson Act contracts are active for the project. Therefore, because the site has not been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, there is no impact from the project on these types of farmland.

b) **No Impact.** Currently, the project is designated as Mixed Use 1 under the General Plan. There are no agricultural zones within the City of Whittier, which is a fully urbanized community. The project would have no effect upon agricultural resources within the City of Whittier or any other neighboring city or unincorporated county area.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project identify it as *urban* type, indicating that it is not capable of growing industrial wood tree species. Therefore, implementation of this project will have no impact to any timberland zoning.

d) **No Impact.** The project area was formerly developed; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact will occur.

e) **No Impact.** The project area was previously developed within an urban environment. The project would not encroach onto agricultural land and would not encourage the conversion of existing farmland to non-agricultural uses. None of the surrounding sites contain existing forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. No impact will occur.

Mitigation Measures

No mitigation measures are necessary because Agricultural and Forestry impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.3 – Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management 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?			☑	
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?			☑	
c) Expose sensitive receptors to substantial pollutant concentrations?			☑	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan*, 2021, California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021 and Urban Crossroads, Air Quality Impact Analysis City of Whittier, dated February 11, 2022.

Environmental Setting

Local jurisdictions, such as the City of Whittier, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, monitoring and enforcing implementation of such mitigation. In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes the SCAQMD CEQA Handbook and CalEEMod as the guidance documents for the environmental review of plans and development proposals within its jurisdiction.

Discussion

a) **Less Than Significant Impact.** The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations

The results of the short-term construction emission levels and long-term operational emission levels show that the project would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the proposed project would not contribute to the exceedance of an air pollutant concentration standard and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), 2016, includes chapters on: the challenges in a changing region, creating a plan for our future and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The project is consistent with the underlying General Plan designation of Mixed Use 1. The proposed project is expected to result in increased operational emissions from mobile sources and energy sources, compared to the previously approved use. However, as shown in the regional and localized emissions analysis, the project is below the SCAQMD thresholds of significant for cumulative impacts. The impact is considered less than significant.

b) **Less Than Significant Impact.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Short Term Air Quality Impacts - Construction

Regional Emissions - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. As shown in Table 4.3-1, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance. CalEEMod daily emissions outputs are provided in Appendix B.

The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

Table 4.3-1
Construction Emissions

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2022	2.05	20.53	16.59	0.03	4.39	2.42
2023	31.03	22.79	29.39	0.05	2.06	1.26
Maximum Daily Summer Emissions	**31.03**	**22.79**	**29.39**	**0.05**	**4.39**	**2.42**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
2022	2.06	20.54	16.41	0.03	4.39	2.42
2023	31.05	22.83	29.15	0.05	2.06	1.26
Maximum Daily Winter Emissions	**31.05**	**22.83**	**29.15**	**0.05**	**4.39**	**2.42**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod, Appendix B.

Table 4.3-1 shows that, the project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project's short-term construction impact on regional air resources is less than significant with mitigation.

Fugitive Dust - Construction

The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are as follows:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Localized construction emissions indicate daily construction emissions, with standard control measures, would be below the applicable thresholds established by the SCAQMD. The proposed project's short-term construction activities would result in cause less than significant Fugitive Dust impacts.

Long Term Air Quality Impacts - Operation

Regional Emissions - Operation

Long-term operational air pollutant impacts from the project are shown in Table 4.3-2. The project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix B.

Table 4.3-2
Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source	1.11	0.67	3.75	0.00	0.07	0.07
Energy Source	0.02	0.14	0.06	0.00	0.01	0.01
Mobile Source Passenger Cars	0.00	0.00	0.00	0.00	0.00	0.00
Maximum Daily Summer Emissions	**1.12**	**0.81**	**3.80**	**0.01**	**0.08**	**0.08**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Area Source	1.11	0.67	3.75	0.00	0.07	0.07
Energy Source	0.02	0.14	0.06	0.00	0.01	0.01
Mobile Source Passenger Cars	0.00	0.00	0.00	0.00	0.00	0.00
Maximum Daily Winter Emissions	**1.12**	**0.81**	**3.80**	**0.01**	**0.08**	**0.08**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod, Appendix B.

The project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project related long-term air quality impacts are less than significant.

CO Hot Spot Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD Air Quality Management Plan (AQMP) found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations. Furthermore, in the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations. Therefore, it is reasonable to conclude that the project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots. The project impact to CO Hot Spots is less than significant.

c) **Less Than Significant Impact.** The potential impact of project-generated air pollutant emissions at sensitive receptors has been considered under the LST analysis contained in Appendix B. Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Results of the LST analysis indicate that with compliance with applicable Rules, the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial criteria pollutant concentrations during project construction, and this is considered a less than significant impact. Results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during operational activity. Further project traffic would not create or result in a CO "hotspot." Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of project operations. The project must comply with SCAQMD rules requiring construction best practices to lessen airborne dust, erosion, exhaust, and VOC's.

Diesel Particulate Matter - Construction

The greatest potential for toxic air contaminant emissions from the project would be related to diesel particulate matter (DPM) emissions associated with heavy diesel equipment used during construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

As shown in Tables 4.3-1 and 4.3-2, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed regional or local thresholds. Given the short-term construction schedule, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In September 2000, the CARB adopted the Diesel Risk Reduction Plan, which recommends several control measures to reduce the risks associated with diesel particulate matter (DPM). The key elements of the Plan are to clean up existing engines through engine retrofit emission control devices, to adopt stringent standards for new diesel engines, to lower the sulfur content of diesel fuel, and implement advanced technology emission control devices on diesel engines. The project is located adjacent to residential homes, therefore, in order to ensure the level of DPM exposure is reduced as much as possible; the project shall implement the best available pollution control strategies to minimize potential health risks. The following DPM control measures include:

- Utilize low emission "clean diesel" equipment with new or modified engines (Tier 4 or better) that include diesel oxidation catalysts, diesel particulate filters or Moyer Program retrofits that meet CARB best available control technology.
- Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- Use haul trucks with on-road engines instead of off-road engines for on-site hauling.
- Provide temporary dust barriers or construct perimeter walls during the first phase construction.

With pollution control strategies, the project impact is less than significant.

Toxic Air Contaminants - Operations

The project proposes commercial and residential land uses, which are not known emitters of substantial TAC concentrations. The project itself does not include any significant source of TACs that would potentially affect sensitive receptors. Land uses in the vicinity of the project include commercial and residential land uses. These land uses are not typically associated with the emission of TACs. Additionally, as stated in the *Air Quality and Land Use Handbook: A Community Health Perspective* the concern for residential land uses is generally limited to siting new development within 500 feet of a freeway or urban road with 100,000 daily vehicles or constructing a new freeway or urban road with 100,000 daily vehicles within 500 feet of existing residences. The project site is near State Route 72 (Whittier Blvd) which has a volume of less than 50,000 daily vehicles thus exposure of persons on the Project site would be less than significant.

d) **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Odors - Construction

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed project. Therefore, the project impact from odor emissions is less than significant.

Odors - Operation

The proposed project does not contain land uses that would typically be associated with significant odor emissions. The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402 requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. The project's operation would result in less than significant odor impacts.

Conditions of Approval

The following recommended project requirements are considered standard building code requirements and best practices that will be included in the project design.

The contractor shall adhere to applicable measures contained in Table 1 of Rule 403 including, but not limited to:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- All access points to the Project site shall have track out devices installed.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are limited to 15 mph or less.

No wood burning devices shall be installed and any dwelling units consistent with SCAQMD Rule 445.

Only "Low-Volatile Organic Compounds (VOC)" paints consistent with SCAQMD Rule 1113 shall be used.

Mitigation Measures

No mitigation is necessary because Air Quality impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.4 – Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				☑

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

Sources

Information used to prepare this section is from the following sources: California Natural Diversity Database; United States Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper; US Fish & Wildlife Services, Environmental Conservation Online System; California Department of Fish and Wildlife, California Regional Conservation Plans Map; Los Angeles County Department of Regional Planning. *2035 General Plan*. October 6, 2015. Chapter 9: Conservation and Natural Resources Element, Figure 9.3: Significant Ecological Areas and Coastal Resource Areas Policy Map, and City of Whittier *General Plan Update*, 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area was previously developed.

Discussion

a) **No Impact.** Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The project site was previously developed with a restaurant and parking lot. Limited formal landscaping currently exists on-site and will be enhanced with the new construction. The non-native vegetation is not habitat of any species identified as a candidate, sensitive, or special status species. The project site is not identified as critical habitat for Threatened and Endangered Species. Considering the highly disturbed nature of the project site surrounding areas, the probability of existence of designated species under the federal Endangered Species Act or California Special Concern Species is low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Considering the lack of habitat on the property, no impacts to wildlife species of concern will occur.

b) **No Impact.** Land uses subject to this proposed project would occur in established urbanized areas and would not remove or impact any riparian habitat or other sensitive natural communities. No further environmental analysis is required.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain riverine wetlands. The proposed project would not disturb any offsite wetlands. There are no on-site water features indicative of potential wetlands rather there is limited landscaping within parking areas. No impacts would occur.

d) **No Impact.** Project implementation would occur in established urbanized areas and would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors or nursery sites. No further environmental analysis is required.

e) **No Impact.** The City has a tree removal policy that states that if more than five trees are to be removed, a tree removal permit application must be submitted to and approved by the City. The proposed project would install new landscaping within the front and side setbacks and various other locations on the site. The project will add 62 trees as part of the residential development project. The project would not affect any other natural biological resources; therefore the project will not result in any conflicts with local or other policies or standards to protect such resources. Impacts would be less than significant.

f) **No Impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan because the City of Whittier does not have an adopted Habitat Conservation Plan according to the US Fish & Wildlife Services, Environmental Conservation Online System (ECOS) mapping or any Natural Community Conservation Plan areas apply to the project site according to the California Department of Fish and Wildlife, California Regional Conservation Plans Map. Therefore, implementation of the proposed project would have no adverse impact. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Biological Resource impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.5 – Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			☑	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			☑	
c) Disturb any human remains, including those interred outside of formal cemeteries?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area was previously developed.

Discussion

a) **Less Than Significant Impact.** The City of Whittier is an urbanized community and nearly all properties within the City (except for areas such as protected park lands) have been previously disturbed and/or developed. The proposed project would not promote, encourage or enable activities that could remove, degrade or in any way adversely impact local historic resources. Historic Resources within the City are regulated and protected pursuant to the City's Historic Resource Element of the General Plan.

The subject site contains a former restaurant pad and a parking lot. The surrounding area remains characterized by a mix of modest single-family, commercial, and institutional development. The subject property does not meet one or more eligibility criteria and does not possess integrity; therefore, it is not a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. No further environmental analysis is required.

b) **Less Than Significant Impact.** The property was previously developed a restaurant and associated larking lot in a fully urbanized area. No prehistoric archaeological resources were identified within the immediate project location during prior construction. Due to the low archeological sensitivity of the project site, further environmental analysis is not required.

c) **Less Than Significant Impact.** It is unlikely that human remains could be uncovered during grading operations. Nonetheless, should suspected human remains be encountered, the contractor shall be required to notify the County Coroner in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would be required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Through this existing regulatory procedure, impacts to human remains would be avoided. Impact would be less than significant with application of existing regulations.

Conditions of Approval

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological or paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist or paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist or paleontologist, as applicable, consistent with standard City protocol.

Mitigation Measures

No mitigation measures are necessary because Cultural Resource impacts will be less than significant.

Level of Significance After Mitigation

Cultural Resource impacts will be less than significant with standard conditions satisfied.

4.6 – Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			☑	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021 and California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021.

Environmental Setting

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both

result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Existing Electricity Consumption

Southern California Edison is the service provider for electric. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. According to the California Energy Commission (CEC), total system electric generation for California in 2017 was 292,039 gigawatt-hours (GWh). California's non-CO2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 56 percent of total in-state generation for 2017. California's in-state electric generation was 206,336 GWh and electricity imports were 85,703 GWh.

Existing Natural Gas Consumption

Southern California Gas Company (SoCalGas) is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other state agencies. Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation, with the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. In 2012, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,313 billion cubic feet.

Existing Transportation Energy

According to the California Energy Commission, transportation accounts for nearly 37 percent of California's total energy consumption. Based on available fuel consumption data from the United States Energy Information Administration (USEIA), in 2015, California consumed a total of 342,523 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of approximately 14.4 billion gallons by the transportation sector. California consumed a total of 80,487 thousand barrels of diesel fuel for transportation, which is equivalent to a total annual consumption of approximately 3.4 billion gallons by the transportation sector. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers, vendors, and patrons. According to the California Air Resources Board on-road vehicle emissions factor (EMFAC2014) model, the average fuel economy for the fleet-wide mix of vehicles operating in the South Coast Air Basin region is approximately 20.17 miles per gallon for gasoline fueled vehicles and approximately 7.81 miles per gallon for diesel-fueled vehicles. Gasoline-fueled vehicles account for approximately 96 percent of the total vehicles and diesel-fueled vehicles account for approximately 3.6 percent of the total vehicles. Electric vehicles account for approximately 0.3 percent of the total vehicles.

Discussion

a) **Less Than Significant Impact.** According to the CEQA Guidelines § 15126.2(d), "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project.

During project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction activities for residential units typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and delivery and haul truck trips hauling solid waste from and delivering building materials to the project site. During project operation, energy would be consumed for multiple purposes, including heating, air conditioning, appliances, and use of electronics.

During project operations, energy would also be required for water transport, solid waste disposal, and vehicle trips. Estimated project operation total energy usage, which was estimated by CalEEMod as part of the greenhouse gas emissions analysis, is shown in Table 4.6-1**.** While a variety of factors govern the relationship between VMT and fuel energy, in general, an increase in VMT results from an increase in motor vehicle energy use. Note that the table does not include energy use by existing buildings and activities; to obtain a conservative estimate of energy use impact; existing use was assumed to be zero.

The new buildings will be designed and built in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11), which includes mandatory measures for residential and nonresidential site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality (CBSC, 2017, p.2).

In the interest of energy efficiency, the residential buildings are being designed to have solar panels and battery storage, in addition to high-efficiency HVAC systems. This will assist in increasing reliance on renewable energy resources and decreasing reliance on natural gas and oil. Therefore, the energy usage of the new residential buildings will be substantially lower than it would be in absence of the Green Code. Additionally, the project would comply with all applicable regulations and codes which require achievement of various levels of energy efficiency in building construction, design and operation.

The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project. However, the use of such resources would be reduced when compared to what they

would be in the absence of complying with the CAL Green Code. Therefore, energy consumption would not result in a substantial increase in energy production for energy providers and the energy demand associated with the project would be less than significant.

Table 4.6-1
Estimated Project Operational Energy Use

Energy Type	Units	Value
Onroad Motor Vehicle Travel	Vehicle miles traveled per year	0
Natural Gas Use	kBTU per year	548,797
Electricity Use	Kilowatt-hours per year	176,793

Source: CalEEMod runs, contained in Appendix B.

b) **Less Than Significant Impact.** As mentioned above, the proposed project would be in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11), which includes mandatory measures for residential site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality (CBSC, 2019, p.2). Additionally, the City of Whittier does not have local energy plans. Given the area's warm climate, the most important alternative and renewable energy resource in Whittier is solar energy. This energy source has considerable potential and can be developed to substitute for oil, gas and other energy supplies. Solar energy's ability to substitute for fossil fuels can be an important tool in the battle against air pollution. The proposed project would install a solar photovoltaic (PV) system atop the buildings, which would further the City's goal of sustainability. Therefore, there would be no conflict, and there would be less than significant impacts.

Mitigation Measures

With the compliance with existing regulations, the project would not result in significant impacts associated with Energy.

Level of Significance After Mitigation

Not Applicable.

4.7 – Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known 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.			☑	
ii) Strong seismic ground shaking?			☑	
iii) Seismic-related ground failure, including liquefaction?			☑	
iv) Landslides?			☑	
b) Result in substantial soil erosion or the loss of topsoil?			☑	
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?			☑	
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?			☑	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; UC Davis Soil Resource Laboratory, SoilWeb; ALBUS & Associates, Preliminary Geotechnical Investigation, Proposed Multi-Family Residential Development (La Serna Apartments) TTM No. 83435, 9829 La Serna Drive, Whittier, California, dated April 23, 2021; Smith-Emery Geoservices, Limited Phase II ESA Report, 9829 La Serna Drive, Whittier, CA 90605, dated March 9, 2020 ; and Smith-Emery Geoservices, Phase I Environmental Site Assessment Report, 9829 La Serna Drive, Whittier, CA 90605, dated February 13, 2020.

Environmental Setting

The City of Whittier is located along the southern section of the northwestern Puente Hills. West of the hills is a lowland plain that gently slopes to the southwest. The majority if the City is situated on the lowland surface.

Discussion

a.i) **Less Than Significant Impact.** The most significant fault system in the City is the Whittier-Elsinore fault zone. This fault zone runs parallel to the northwest City limits. The project site is located in the highly seismic Southern California region within the influence of several fault systems. However, the site does not lie within the boundaries of an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.

Risks associated with surface rupture are low and there is no impact expected. However, because the project site is located in the seismically active Southern California, all habitable structures must be built to seismic standards established in the California Building Code (CBC). The CBC sets the standards in the State for the development of all buildings and sets requirements for structural design, plumbing and mechanical fixtures, fire and smoke protection, construction materials, interior finishes, and any other elements that make up construction of structures. The City's Building and Safety Department is responsible for implementing not only the CBC but any additional code requirements that the City may have. Adherence to all code requirements will ensure that impacts associated with seismic activity are less than significant and no additional mitigation is required.

Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The Whittier area is crossed by the Whittier fault on its northern and eastern sections. Groundshaking and surface rupture hazards are associated with earthquakes along these faults. However, the project site is not located within the Whittier Fault Zone. Active faults are not known to exist within the project and a review of Special Publication 42 indicates the site is not within the California State designated earthquake fault zones (Bryant and Hart, 2007). Accordingly, the potential for fault surface rupture on the subject site is low.

a.ii) **Less Than Significant Impact.** The Whittier-Elsinore fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. Ground shaking hazards caused by earthquakes along other active regional faults exist. The 2019 California Building Code requires use-modified spectral accelerations and velocities for most structural designs. Seismic design parameters using soil profile types identified in the 2019 California Building Code are presented in Section 7.3.

The proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). The 2019 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geological Survey (CGS) has designated certain areas within southern California as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. The General Plan identifies that most of the City is in areas of either very low or low liquefaction potential. According to the geotechnical investigation the site is not underlain by relatively loose silty and/or sandy soils and groundwater was not encountered to the maximum depth of 51.5 feet , as a result the potential for liquefaction to occur beneath the site is considered very low. The site is not located within a State-designated zone of potentially liquefiable soils.

a.iv) **Less Than Significant Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The majority of the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). There are areas associated with the Puente Hills formation that have shown previous evidence of landslides. Due to a lack of slopes within or nearby the property, seismically induced landsliding is not anticipated to pose a danger to the site. Impacts would be expected to be less than significant and no further environmental analysis is required.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. No native topsoil is likely to occur on site. During project construction, fill materials will be over-excavated to reveal underlying soils within the building footprint area. The project has the potential to expose surficial soils to wind and water erosion during construction activities.

Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Construction of the project will be required to have a PM_{10} Dust Control Plan to identify best management practices for the control fugitive dust. The intent of SCAQMD Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Elements of the Dust Control Plan may appear as notes on the grading plan that must be approved by the City prior to any site disturbance.

Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Construction of the project will be required to have a Stormwater Pollution Prevention Plan (SWPPP). The project's SWPPP would identify typical best management practices specific towards fugitive dust and containment of sediment discharge and transport from the site. Once construction is completed, a Water Quality Management Plan (WQMP) must be implemented during the life of the project that includes best management practices (BMPs) specific towards maintenance of vegetative landscaping, drainage culverts/channels and drainage inlets. Following project construction, the site would be covered completely by paving, structures, and landscaping. Compliance with regulatory requirements of the RWQCB and of SCAQMD would ensure that impacts with regard to soil erosion or loss of topsoil are less than significant and no mitigation is required.

The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures

required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.7.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any substantial change in grade, the potential for lateral spread occurring within the project area is considered to be low. The project will be constructed in compliance with all applicable building code requirements regarding soil stability.

d) **Less Than Significant Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The proposed project will comply with applicable building codes that account for the possibility of expansive soils. ALBUS & ASSOCIATES determined that the near-surface soils are generally anticipated to possess a Low to High expansion potential. High expansion potential was observed in samples collected in B-4 at 4 feet within the older alluvial materials. Adverse effects from expansive materials can be mitigated through the use of adequately designed foundations and slab systems. Specific recommendations for foundations and slab systems are presented in Appendix C. Additional mitigation can also be achieved by lime treatment, removal and replacement, and the placement of compacted fills below slabs on grade at lower relative compactions and higher moistures to lessen their expansion potential. Additional testing for soil expansion will be required subsequent to rough grading and prior to construction of foundations and other concrete flatwork to confirm these conditions. The project will be constructed in compliance with all applicable building code requirements regarding soil expansion.

e) **No Impact.** The entire City is served by an existing sewer system and therefore, has no need for septic tanks or any other alternative wastewater disposal systems at this location. No further environmental analysis is required.

f) **Less Than Significant Impact.** No known paleontological sites are documented within the project area according to the Whittier General Plan. The potential for uncovering such significant resources at the project site during construction activities is considered remote given that no such resources have been discovered during prior development activity within the area, there are no unique geological resources on or near the project site, and the fact that the site has been significantly disturbed in the past. Excavation will be necessary for the residential development. In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by

the paleontologist consistent with standard City protocol. As such, impacts on paleontological impacts would be less than significant.

Conditions of Approval

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological or paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist or paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist or paleontologist, as applicable, consistent with standard City protocol.

Mitigation Measures

No mitigation measures are necessary because Geology and Soil impacts will be less than significant.

Level of Significance After Mitigation

Geology and Soils impacts will be less than significant with standard conditions satisfied.

4.8 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			☑	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			☑	

Sources

Information used to prepare this section is from the following source: City of Whittier *General Plan Update, 2021;* California Emissions Estimator Model®, Version 2020.4.0; California Air Pollution Control Officers Association, May 2021 and Urban Crossroads, Greenhouse Gas Analysis City of Whittier, dated February 11, 2022.

Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used. Threshold 2.5 (Unit- Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO2E) per year for residential and commercial projects. This threshold is based on the review of 711 CEQA projects.

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G Guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively

considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the Working Group released revisions that recommended a threshold of 3,000 MT CO_2e for commercial or residential land use types. This 3,000 MT/year recommendation has been used as a guideline for this analysis.

Discussion

a) **Less Than Significant Impact.** Construction of the residential units and utilization would generate greenhouse gas (GHG) emissions from equipment emissions. Once occupied operational emissions including transportation, off-site electricity generation, on-site natural gas consumption, water conveyance, treatment and wastewater disposal and biogenic decay of organic solid waste will also generate GHG emissions.

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in Table 4.8-1. CalEEMod annual GHG output calculations are provided in Appendix D. As shown in Table 4.8-1, the project GHG emissions are expected to be below the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$ for residential projects. The project related long-term GHG impacts are less than significant.

Table 4.8-1
Project Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions amortized over 30 years	11.33	0.00	0.00	11.44
Area Source	9.84	0.00	0.00	9.91
Energy Source	62.57	0.00	0.00	62.92
Mobile Source	0.00	0.00	0.00	0.00
Waste	3.92	0.23	0.00	9.72
Water Usage	9.83	0.07	0.00	12.16
Total CO_2e (All Sources)	**106.14**			
SCAQMD Threshold	**3,000**			
Significant?	**No**			

Source: CalEEMod, Appendix D

-- = Emission factor only provided in MT CO2e

b) **Less Than Significant Impact.** Whittier has adopted the 2019 edition of the California Building Code (Title 24), including the California Green Building Standards Code. The project would be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e. substantially alter energy

demands) that would interfere with implementation of these State and City codes and plans. The City of Whittier does not have any additional plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government-adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project.

Pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the project's consistency with SB 32 (2017 Scoping Plan), is discussed in Appendix D. Consistency with AB 32 and the 2008 Scoping Plan is not necessary, since the target year for AB 32 and the 2008 Scoping Plan was 2020, and the Project's buildout year for modeling is 2023. As such the 2017 Scoping Plan is the most relevant statewide plan. Project consistency with SB 32 is evaluated in the discussion contained in Appendix D. The project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. The Project does not directly conflict with any applicable plans or policies adopted for the purpose of reducing GHG emissions. Additionally, the project would not exceed the City of Whittier threshold of 3,000 MT CO2e. Therefore, Project-related emissions would be less than significant relative to GHG reduction plans.

Mitigation Measures

No mitigation measures are necessary because impacts to Greenhouse Gas Emissions will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.9 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			☑	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?			☑	

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			☑	
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?			☑	
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			☑	
g) Expose people or structures, directly or indirectly to a significant risk of loss, injury or death involving wildland fires, including where wildlands?				☑

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update, 2021*; California Department of Toxic Substances Control, EnviroStor; California State Water Resources Control Board, GeoTracker; California State Water Resources Control Board, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit; California Department of Forestry and Fire Protection, Incorporated Fire Hazard Severity Zone: City of Whittier, Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area), September 2011; California Department of Transportation, Division of Aeronautics website, California Public Use Airport list; Smith-Emery Geoservices, Limited Phase II ESA Report, 9829 La Serna Drive, Whittier, CA 90605, dated March 9, 2020; Smith-Emery Geoservices, Phase I Environmental Site Assessment Report, 9829 La Serna Drive, Whittier, CA 90605, dated February 13, 2020; and Focus Environmental Consulting, Hazardous Material Survey Inspection Report, Restaurant Building, 9829 La Serna Drive, Whittier, CA, dated February 25, 2020.

Environmental Setting

Hazardous Waste Site

The City of Whittier has properties listed on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 California Department of Toxic Substances Control Envirostar database.

Local Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Murphy Ranch Elementary School at 16021 Janine Drive, Whittier approximately 0.87 miles to the east; Granada Middle School located at 15337 Lemon Drive, Whittier approximately 1.74 miles to the southeast; and La Serna High School located at 15301 Youngwood Drive, Whittier approximately 0.48 north of the project site.

Public Airports/Private Airstrips

There are no private or public airports located within the City limits of Whittier. Fullerton Municipal Airport is located approximately 7 miles southeast of the City.

Discussion

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a primarily residential, commercial and institutional area within the city, and is not located in an industrial area. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the residential use.

During site preparation and construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc., in addition to removal of hazardous materials associated with current uses. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, and accident prevention and clean up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to project operation, widely used hazardous materials common at residential uses include paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residential units would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

b) **Less Than Significant Impact.** All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials.

The Phase I Environmental Site Assessment (ESA) determined that there were no records of any underground storage tanks (USTs) and/or any hazardous materials inventories on file for the subject site at any of the regulatory agencies researched. The adjacent site to the south at

15175 Whittier Boulevard was used as a gas station from at least 1961 to before 1980. Smith-Emery Geoservices (SEG) did not find any UST records at regulatory agencies for the gas station as it was during a pre regulatory oversight era. They noted the historical USTs were single walled steel construction and were known to develop holes within 10 years. In addition, gas station operations and UST maintenance were not regulated by agencies as they are presently. SEG identified a potential for subject site to be impacted in case of spills and/or leaks which in their opinion constitutes a Recognized Environmental Condition. SEG recommended further environmental investigation including subsurface soils and soil vapor investigation to determine if the subject site has been impacted.

Further based on the age of the former onsite structure, SEG recommended complete asbestos and lead based surveys prior to any significant renovations and/or demolition activities that would potentially disturb the existing building materials. In May 2020, the property owner applied through the City of Whittier for a demolition permit. The permit (DE20-0753) was to demolish the 9,200 square foot single-story commercial structure. As part of the demolition permit, Focus Environmental Consulting prepared a Hazardous Material Survey Inspection Report, Restaurant Building, 9829 La Serna Drive, Whittier, CA, dated February 25, 2020 to identify asbestos-containing materials (ACM), lead-based paint (LBP) and hazardous waste materials (HWM) prior to a planned demolition. Compliance with applicable standards was met and the permit was finalized on July 22, 2020.

SEG conducted subsurface soils investigations at two locations along southern boundary to 20 feet below ground surface (bgs) and subsurface soil vapor at two locations inside of the onsite building to attempt to determine if any potential leaks at the adjacent site to the south (historical gas station). Based upon the results of the soil and soil vapor data collected, there is evidence of fuel additives MEK, MIBK, and MTBE to be present in the soil vapors. However, the concentrations of these vapors are below the regulatory screening levels. The VOCs were not detected in any of the subsurface soil samples. Trace levels of petroleum hydrocarbons as diesel were found in all subsurface soils which were significantly below the regulatory action levels. CAM 17 Total Metals were found in soils samples to be present at concentrations below levels which require hazardous waste characterization. Based on results of their investigation, it is SEG's opinion that no further site investigation is warranted for the subject site at this time. Impacts would be less than significant with implementation of existing regulations .

c) **Less Than Significant Impact.** The closest schools to the project include: Murphy Ranch Elementary School at 16021 Janine Drive, Whittier approximately 0.87 miles to the east; Granada Middle School located at 15337 Lemon Drive, Whittier approximately 1.74 miles to the southeast; and La Serna High School located at 15301 Youngwood Drive, Whittier approximately 0.48 north of the project site. Operation of the proposed project—a 42-unit residential project—would not generate significant amounts of any hazardous emissions, and storage, handling, or production and disposal of acutely hazardous materials is not required or proposed for any aspect of this project. Impacts would be less than significant with implementation of existing regulations.

d) **Less than Significant Impact.** A review of known electronic database listings for possible hazardous waste generating establishments, as well as sites with known environmental concerns was conducted. Facilities were identified by county, state, or federal agencies that generate, store, or dispose of hazardous materials. The project is not located on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 as identified on the California Department of Toxic Substances Control Envirostar database. Impacts will be less than significant.

e) **No Impact.** There are no private or public airports located within 2 miles of the project area. The project would not alter air traffic patterns or encourage future developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. Therefore, the project would not result in safety hazards from proximity to airports for people living in the project area or excessive noise for people residing or working in the project area. No impact will occur.

f) **Less Than Significant Impact.** The proposed development is an infill project. The project would increase the population of the area by approximately 109 persons. Given the increase in built square footage on the site, the proposed project may increase employment in the area. Per State Fire and Building Codes, sufficient space will have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the units. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). The site plan includes access points from Janine Drive and La Serna Drive for the residential development.

The project driveways would allow emergency access and evacuation from the site, and would be constructed to California Fire Code specifications. Over the long term, the project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the development would be limited to lateral utility connections, construction of driveways on Janine Drive and La Serna Drive, installation of street trees, and extensions of the storm drain and water systems; all of which would be limited to nominal potential traffic diversion. Project impacts would be less than significant.

g) **No Impact.** The project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area that the project site is located. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Hazards and Hazardous Materials will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.10 – Hydrology and Water Quality

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

Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			☑	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			☑	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site**;**			☑	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite**;**			☑	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			☑	
iv) impede or redirect flood flows?			☑	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			☑	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update, 2021*; Whittier Municipal Code; Flood Insurance Rate Maps (FIRM); C&V Consulting, Inc., Civil Plans, dated February 2022; C&V Consulting, Inc., Preliminary Hydrology Study, 9289 La Serna Drive, Whittier, California, dated April 2021 and C&V Consulting, Inc., Preliminary Low Impact Development (LID) Plan, TTM No. 83435, APN 8224-017-022 & 023, 9289 La Serna Drive, Whittier, California, dated April 2021.

Environmental Setting

The developed portions of Whittier are served by an extensive municipal storm drain network that is maintained by the City and designed to collect all urban runoff. These drain eventually to the Los Angeles River. While existing flood control structures have provided significant

protection from uncontrolled flooding, inadequacies in the local drainage system have caused occasional localized flooding.

Federal and State Oversight

The federal Clean Water Act (CWA) is the principal federal law that provides for the protection of water quality. The primary objectives of the CWA are to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters," and to make all surface waters "fishable" and "swimmable." The U.S. Environmental Protection Agency (EPA) is the designated federal agency responsible for implementing the CWA and it has further delegated authority to the State Water Resources Control Board (SWRCB) and associated Regional Water Quality Control Boards (RWQCB) for compliance with the CWA. Relevant programs identified in the CWA include the National Pollution Discharge Elimination System (NDPES) program which regulates discharge of pollutants from known sources (point sources), as well as non-point sources, into waters of the United States through the issuance of permits. As part of the NPDES program, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared for construction activities affecting greater than one acre because the discharge of stormwater during construction is considered a non-point source of water pollution.

Stormwater Pollution Prevention Plans

According the Storm Water Program run by the State Water Resources Control Board (SWRCB), the property owners shall also prepare a SWPPP in accordance with state requirements. All construction projects which could potentially have an adverse impact on the City's municipal separate storm sewer system or waters of the State shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWPPP.

Discussion

a) **Less Than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Storm Water Quality Management Plan (SWQMP) to reduce potential post-construction water quality impacts.

Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity issued by the State Water Quality Control Board. The General Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the Environmental Protection Agency (EPA), as authorized by the Clean Water Act. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that the project would use to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB).

The project applicant will be required to comply with NPDES permit requirements through the preparation and implementation of a SWPPP for construction activities. The City's Public Works Director will review the application for compliance with applicable regulations and to ensure that no water quality standards or discharge requirements are violated. In addition, the Public Works Department has conditioned the following:

- Prior to any site grading, a Standard Urban Stormwater Management Plan (SUSMP), utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practical, shall be prepared and approved by the City's Public Works Department.

With regard to long-term stormwater management, the project applicant/developer is required to comply with Whittier Municipal Code Chapter 8.36, stormwater and runoff pollution control requirements. In addition, the applicant/developer will be required to prepare a water quality management plan (WQMP) to implement measures as outlined by the Los Angeles RWQCB, which typically include, but are not limited to: 1) guidance, operation and maintenance for all source control, site design, and treatment control BMPs; and 2) operation and maintenance activities, which include maximizing canopy interception and water conservation, landscape planning, roof runoff controls, efficient irrigation, storm drain system signage, trash storage areas and litter control, employee training/education program, protect slopes and channels, common area catch basin inspection, energy dissipaters, pervious concrete/alternative materials, and storm filter filtration systems. Standard conditions of the WQMP will also include providing a thorough description of operation and maintenance activities, and providing a schedule of the frequency of operation and maintenance for each BMP. The inclusion of the aforementioned standard conditions, which reflect the Los Angeles RWQCB's WQMP and BMP requirements, sufficiently address stormwater runoff and would reduce impacts to water quality standards or waste discharge requirements to a less-than-significant level with implementation of the standard regulatory requirements.

b) **Less Than Significant Impact.** If the project removed an existing groundwater recharge area or substantially reduced runoff that results in groundwater recharge, a potentially significant impact could occur. Project-related grading would not reach groundwater depths and no disturbance of groundwater is anticipated. The proposed building footprint areas and paved parking areas would increase impervious surface coverage on the site. The total amount of infiltration on site would be increased over existing conditions. Since the site was previously developed and was not managed for groundwater supplies, this change in infiltration for the residential development would not have a significant effect on groundwater supplies or recharge.

The project would be required to comply with Chapter 13.42 (Water Conservation in Landscaping) and 13.43 (Water Efficient Landscaping) of the City of Whittier Municipal Code, which would lessen the project's demand for water resources. Also, CBC Title 24 water efficiency measures require a demonstrated 20 percent reduction in the use of potable water. The project's landscaping plans include drought tolerant landscaping materials. Compliance with Title 24 and the City's Water Conservation in Landscaping and Water Efficient Landscaping Ordinances will reduce the proposed project's impacts to groundwater supplies to a level of less than significant. Water supply is further discussed in Checklist Response 4.19.

c.i) **Less Than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. There are no streams cross the project site; thus, the project would not alter any stream course. The project will collect and convey run-off from upstream areas and convey these flows through the site, to the storm drainage system. A site drainage plan is required by the City of Whittier and would be reviewed by the City Engineer. The final grading

and drainage plan shall be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the City's NPDES permit. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. Impacts will be less than significant.

c.ii) **Less Than Significant Impact.** The project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite as determined by the City's Public Works Department. Impacts will be less than significant.

c.iii) **Less Than Significant Impact.** The City's existing storm water drainage system is adequate to accommodate runoff from any future land uses subject to the provisions of this project. The prior use on the site was commercial. The previous developed site consisted of a commercial building with a parking lot area. Majority of parking lot area is covered with impervious paving. A private alley within the project boundary is utilized for shared access to the adjacent properties to the west. The existing site elevations ranging between approximately 278.0 feet and 266.0 feet above mean sea level. Generally, the existing site drainage surface flows overland in the southeasterly direction towards the private alley and flows into the rights-of-way of La Serna Drive. Within the public rights-of-way, drainage continues downstream southerly via existing street gutter on La Serna Drive. All flow ultimately outlets toward the existing San Gabriel River which drains to the Pacific Ocean at San Pedro Bay.

The project proposes the construction of 6 buildings with 42 attached condominium with private garages, private drive aisles, sidewalks, and common landscaped areas. The project site will be accessible with an entrance/ exit along Janine Drive and the existing private alley. The private alley on the southerly site is proposed for access to proposed development and existing adjacent properties. The private alley was analyzed as an offsite area due to the inseparable confluence flow from upstream adjacent properties, which peak flowrate drainage was determined to unaffected by replacement in-kind and analysis validated within this Hydrology report. Onsite drainage is divided into two (2) drainage management areas (DMAs) that are graded to ultimately route runoff towards La Serna Drive to preserve pre-development condition drainage conditions. Grated and curb inlets are place at the street low points to collect and direct runoffs from each DMA to a detention system, which will feed a WetlandMOD biofiltration system to conform with water quality treatment standards. Treated stormwater from both DMA will enter a pump station that outlets towards a proposed parkway drain on La Serna Drive. In cases of high storm event, westerly portion of the site is graded to outlet overflow at the entrance of the site at the private alley which flows downstream as pre-development conditions. The runoff generated from the easterly portion of the site is captured at the catch basin installed with a pipe system that is size to outlet the 100-year storm event to the proposed parkway drain. During a higher storm event, runoff will top over the curb and sheet flow towards La Serna Drive as the low point of the proposed site to preserve pre-development conditions. There is no new infrastructure proposed as part of this project that would be transferred to public agencies. The project would not adversely affect provisions for retention and infiltration of stormwater consistent with the City's Low Impact Development (LID) policies.

c.iv) **Less Than Significant Impact.** The Federal Emergency Management Agency (FEMA) produces maps (Flood Insurance Rate Map) that identify areas that are located in flood zones. The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain on Panel 06037C01835F, effective September 26, 2008. Therefore, the project will not impede or redirect flood flows. Impacts will be less than significant.

d) **Less Than Significant Impact.** According to General Plan, most of Whittier is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. The proposed project would not result in any increased risk of inundation to any properties.

e) **Less Than Significant Impact.** The residential development project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. All structures to be constructed will be required to meet and comply with all applicable city and State building codes to reduce impacts to water quality to less-than-significant level.

Mitigation Measures

No mitigation measures are necessary because Hydrology impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.11 – Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				☑
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?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021 and Whittier Municipal Code, Title 18, Zoning.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 15 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. The subject parcels are generally flat.

Discussion

a) **No Impact.** The proposed project is surrounded by residential, commercial, and institutional uses. The proposed residential project is compatible with the surrounding land uses along LA Serna Drive and Janine Drive and will not divide an established community. The project does not propose construction of any new roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact will occur.

b) **Less than Significant Impact.** The 2040 Envision Whittier General Plan Land Use Map designates the 1.84-acre site as Mixed Use 1 with a density of 20-30 du/ac, a population density of up to 90 pp/ac, an intensity of 1.00 Floor Area Ratio (FAR) and structures at a maximum of 40 feet. The category allows for residential, commercial goods and services, and entertainment/recreation businesses that are compatible with residential use, public and private schools and religious institutions. Stand-alone residential are allowed. The proposed development plan of 42 attached single-family homes is at a density of 22.8 du/acre, a FAR of 1.04 and will accommodate 109 new residents for the single-family attached units.

The zoning classification is SP Specific Plan (Whittier Boulevard Specific Plan, Shopping Clusters II) on the 1.84-acre subject site located at 9329 La Serna Drive. Attached single-family residential development is a Conditional Use in the Shopping Cluster District. WBSP Section *4.0.5 Standards for Specific Land Uses, a. Residential Development,* 1. Shopping Clusters states "Residential use on the ground floor is permitted provided that it is located a minimum of 300 hundred feet away from the nearest edge of the Whittier Boulevard right-of-way. Residential development must conform to all other applicable development standards and design guidelines established for residential development within the Neighborhood Spine Plan Areas. And in no case shall fewer than 20 units be developed in conjunction with any new residential development."

The applicant has requested relief from development standard deviations under the Development Hardship provisions (Section 4.7) of the Whittier Boulevard Specific Plan (WBSP). The deviations requested will permit ground level residential uses located within 300 feet of Whittier Boulevard, a reduced distance between buildings and side setback modification within the Shopping Cluster District II area.

Section 4.7 Development Hardships provides a process for a property owner to develop or redevelop a site when the development standards and/or design guidelines in this Specific Plan substantially limit or fully prevent a site's development thereby causing a severe hardship to the property owner for which a zoning variance either does not apply or does not provide the necessary relief. A Conditional Use Permit may be granted to enable reasonable development, provided that the applicant presents clear and convincing evidence that strict adherence to all applicable development standards and/or design guidelines will substantially limit or fully prevent viable development or redevelopment of the site and the approval authority can make the additional required findings.

WBSP Table 4-2: Intensity and Dimensional Standards states the side setback in the Shopping Clusters District be a minimum of five feet and a maximum of 10 feet.

WBSP Section 4.3 Shopping Clusters, *4.3.1 Additional Development Standards, b. Site Development,* 2. Minimum Space Between Buildings states:

b. Minimum space between buildings on a single property featuring commercial development within the first 300 feet of Whittier Boulevard, and featuring residential development beyond the 300-foot line:
    1) Buildings with predominantly commercial uses must be separated from residential development by a minimum of 30 feet.
    2) Residential buildings facing each other must be separated by a minimum of 50 feet.
    3) Residential buildings must be separated from adjacent residential buildings to the side and rear by a minimum of 30 feet.

4) Residential development must also adhere to all applicable standards and guidelines for residential development contained within the Neighborhood Spine Plan Areas section.

The applicant is proposing to construct residential structures approximately 253.5 feet from Whittier Boulevard, residential buildings facing each other at 30 feet, adjacent residential buildings (A and B) at 11 feet, 1 inch and Buildings C and D at 15 feet, 4-inches and a side setaback greater than 10 feet. With the approval of the development hardships, the project will not conflict with the intent or implementation of the General Plan or Zoning. Impacts will be less than significant.

Mitigation Measures

No mitigation measures are necessary because impacts to Land Use and Planning will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.12 – Mineral Resources

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

Sources

Information used to prepare this section is from the *City of Whittier General Plan Update*, 2021.

Environmental Setting

Tertiary sedimentary formations on the Puente Hills contain conglomerate and sandstone deposits which may be used for aggregate. Thus, the hills have a potential for these resources, although insufficient data is available to determine if the deposits in the Puente Hills are significant and can be economically mined. No significant aggregate resources have been identified by the State Department of Mines and Geology in the Whittier area.

Discussion

a-b) **No Impact.** The project is located within a fully urbanized City of Whittier. The project does not propose any alteration of local mineral resource land uses and there are no mineral resource activities that would be altered or displaced by project implementation. No further discussion is required.

Mitigation Measures

No mitigation measures are necessary because Mineral Resource impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.13 – Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			☑	
b) Generation of excessive groundborne vibration or groundborne noise levels?			☑	
c) For a project located within the vicinity or 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?				☑

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021; City of Whittier Municipal Code, and Urban Crossroads, Noise Impact Analysis City of Whittier, dated February 11, 2022.

Environmental Setting

Noise Terminology

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A- weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which means a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease.

Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq(3) would represent a 3-hour average. When no period is specified, an one-hour average is assumed.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by Caltrans publication, *Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects*.

Vibration

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of groundborne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne 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. Groundborne noise is an effect of groundborne 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.

Noise Standards

State Regulations

State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for both exterior-to-interior sound insulation, as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn/CNEL, with windows closed, in any habitable room for general residential uses.

City of Whittier General Plan

The Whittier Noise Guidelines for land use planning reflects the City's interpretation of noise guidelines promulgated by the California Office of Noise Control. The guidelines provide the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels.

Vibration Standards

The City of Whittier does not have a published vibration impact criterion. The California Department of Transportation (Caltrans) has published one of the seminal works for the analysis of groundborne noise and vibration relating to transportation- and construction-induced vibrations and although the project is not subject to the regulations, it serves as a useful tool to evaluate vibration impacts. A vibration impact would generally be considered significant if it involves any construction-related or operations-related impacts in excess of 0.2 +inches per second (in/sec) PPV.

Discussion

a) **Less Than Significant Impact.** Infill development involves construction in close proximity to existing residents and businesses. Existing residential dwelling units located northeast of the project site may be affected by short-term noise impacts associated the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

The closest sensitive receptor to the east is approximately 155 feet from the project site. Ambient noise levels at the nearest residence east of the project site are expected to range between 62.0 dBA Leq in the daytime and 55.6 dBA Leq during nighttime hours. Construction activities could result in increases of up to 18 dBA Leq at the nearest sensitive receptor to the east during daytime hours.

Per Section 8.32.040 and 8.32.080, erection or demolition of buildings, grading and excavation of land including the use of blasting, the startup and use of heavy equipment such as dump trucks and graders and the use of jack hammers are exempt from the City noise ordinance standards as long as they are conducted on weekdays between the hours of 7:00 AM and 6:00 PM and on Saturdays between the hours of 8:00 AM and 5:00 PM. Impacts would be less than significant with adherence to these allowed hours of construction.

The project is expected to generate approximately 302 average daily trips per day with an AM peak hour trip generation of 20 trips and a PM peak hour trip generation of 24 trips. Both Janine and La Serna Drives are classified as Collectors. The project's contribution to existing traffic volumes would not substantially increase ambient noise levels. No mitigation is required.

The onsite traffic noise level analysis indicates that the building facades will experience exterior noise levels ranging from 53.7 to 66.1 dBA CNEL. Buildings A through E represent residential units exposed to Whittier Boulevard, La Serna Drive and Janine Drive. See Appendix H for the onsite noise modeling. The future exterior noise levels at the proposed buildings facades are shown to range from 53.7 to 66.1 dBA CNEL. This noise analysis shows that the future noise levels will not exceed the City of Whittier 60 dBA CNEL exterior noise level standards for residential land uses at Buildings A, B, E, or F. However, the exterior noise levels would exceed 60 dBA CNEL at the facades of Buildings C and D. Therefore, an interior noise analysis has been prepared to provide the necessary assessment for compliance with the City of Whittier Noise and Land Use Compatibility Guidelines. Exterior noise levels at the facades of Buildings C and D will exceed the City of Whittier noise level *normally compatible* level for residential land uses but will not exceed the *conditionally compatible* standard. Therefore, based the OPR General Plan Guidelines definition of *conditionally compatible*, *new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.*

The future noise levels were calculated at the first-, second-, and third-floor building façades to ensure that the interior noise levels comply with the State and City of Whittier 45 dBA CNEL interior noise standards. The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Therefore, to meet the State and City of Whittier 45 dBA CNEL interior noise standards for residential land use the project is committed to and shall provide the following or equivalent noise abatement measures on Buildings A through F:

- Windows & Glass Doors: Windows and glass doors will be well-fitted, well-weatherstripped assemblies and shall have minimum sound transmission class (STC) ratings of 27.
- Exterior Doors: All exterior doors will be well-fitted, well-weather stripped, and have minimum STC ratings of 27. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. All exterior wall assemblies shall have a minimum STC rating of 46.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ceilings: Ceilings shall be per manufacturer's specification or constructed of well-sealed gypsum board of at least one-half inch thick.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

The residential units require a windows-closed condition and a means of mechanical ventilation (e.g., air conditioning) to comply with the State and City 45 CNEL interior noise standard. The future mitigated noise levels at the first-floor building façade are expected to range from 53.7 to 66.1 dBA CNEL. The first-floor interior noise level analysis shows that the State and City of Whittier 45 dBA CNEL with windows-closed interior noise standards can be satisfied using windows with a minimum STC rating of 27 for units facing Whittier Boulevard or adjacent to La Serna Drive and Janine Drive, based on the minimum interior noise reduction for standard construction. The future unmitigated noise levels at the second-floor building façade are expected to range from 53.7 to 65.4 dBA CNEL. The second-floor interior noise level analysis shows that the State and City of Whittier 45 dBA CNEL with windows closed interior noise standards can be satisfied using standard windows with a minimum STC rating of 27 for units facing Whittier Boulevard or adjacent to La Serna Drive and Janine Drive. The future unmitigated noise levels at the third-floor building façade are expected to range from 54.6 to 65.8 dBA CNEL. The third-floor interior noise level analysis shows that the State and City of Whittier 45 dBA CNEL with windows closed interior noise standards can be satisfied using standard windows with a minimum STC rating of 27 for units facing Whittier Boulevard or adjacent to La Serna Drive and Janine Drive.

Activities associated with the residential use would not result in noise levels that would be readily noticeable over existing ambient noise levels. This impact would not be significant. No mitigation is required.

b) **Less Than Significant Impact.** This impact discussion analyzes the potential for the proposed project to cause an exposure of persons to or generation of excessive groundborne

vibration or groundborne noise levels. Vibration levels in the project area may be influenced by construction. The nearest residential structure to the project site is located approximately 5 feet from the project site. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 PPV in/second. Primary sources of vibration during construction would be vibratory rollers or bulldozers. A vibratory roller could produce 0.21 PPV at 25 feet and a large bulldozer could produce up to 0.089 PPV at 25 feet. The expected typical construction equipment vibration levels at the nearest receiver locations. At distances ranging from 16 feet to 613 from typical project construction activities (at the project site boundary), construction vibration levels are estimated to range from 0.001 to 0.174 in/sec PPV at the nearest receiver locations. The project construction is not expected to generate vibration levels exceeding the City of Whittier maximum acceptable vibration standard of 0.01 in/sec PPV. Further, impacts at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating proximate to the project site perimeter.

Annoyance associated secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. There is a potential for nearby residents to be annoyed by groundborne vibration. Annoyance related impacts would be short-term and would only occur during site grading and paving activities. Construction at the project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours. On this basis the potential for the project to result in exposure of persons to, or generation of, excessive ground-borne vibration is determined to be less than significant.

c) **No Impact.** No airport land use plans apply to the area, and the proposed project is not located within two miles of an airport. The project falls outside any airport's noise contours for excessive noise. Therefore, residents or workers would not be exposed to excessive airport noise levels and there would be no impact. No further environmental analysis is necessary.

Conditions of Approval

The following design features, while not generally considered mitigation under CEQA, are provided to help ensure the project meets the City/State standards for interior noise exposure within a residential dwelling. Design features included standard rules and requirements and best practices that are provided for consideration as part of the conditions of approval for the project.

To meet the State and City of Whittier 45 dBA CNEL interior noise standards for residential land use the project is committed to and shall provide the following or equivalent noise abatement measures on Buildings A through F:

- Windows & Glass Doors: Windows and glass doors will be well-fitted, well-weatherstripped assemblies and shall have minimum sound transmission class (STC) ratings of 27.
- Exterior Doors: All exterior doors will be well-fitted, well-weather stripped, and have minimum STC ratings of 27. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.

- Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal. All exterior wall assemblies shall have a minimum STC rating of 46.
- Roof: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ceilings: Ceilings shall be per manufacturer's specification or constructed of well-sealed gypsum board of at least one-half inch thick.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g., air conditioning) or active ventilation system (e.g., fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

Mitigation Measures

No mitigation measures are necessary because Noise impacts will be less than significant with the addition of project design features and standard conditions.

Level of Significance After Mitigation

Not Applicable.

4.14 – Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			☑	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				☑

Sources

Information used to prepare this section is from the following sources: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark*. Sacramento, California, May 2021; and *City of Whittier General Plan Housing Element Update* 2021-2029.

Environmental Setting

Estimated population of Whittier for 2021 is 86,196 and has an estimated 2.59 persons per household.

Discussion

a) **Less Than Significant Impact.** The proposed project would induce direct population growth with construction of 42 residential units. The project constitutes infill development on a portion of land previously developed with a commercial structure and a surface parking. The proposed project would construct 42 new attached single-family residential units. The estimated population increase generated from the proposed project would be 109 residents. As of January 1, 2021, the City of Whittier had an estimated population of 86,196 residents (DOF, 2021). Implementation of the project is consistent with the overall intent of the City of Whittier to provide adequate housing opportunities to meet its fair share of projected housing needs. Additionally, the estimated increase in population resulting from the project has been anticipated by the City and the region. Therefore, impacts from substantial population growth would be less than significant.

The increased population and housing resulting from the project would not necessarily cause direct adverse physical environmental effects; however, indirect physical environmental effects such as project-related traffic or air quality impacts could occur. These indirect physical environmental effects associated with the project are analyzed in Section 4.3 Air Quality and Section 4.17 Transportation of this IS/MND. The project may require extension of some existing utilities from the project site into the right-of-way of the adjacent street (for the connection of utilities such as water or sewer lines). However, the project constitutes infill development and does not propose infrastructure improvements (such as new roads or other infrastructure) not already established in and near the project site. Therefore, no indirect impacts associated with the extension of roads and other infrastructure would occur.

b) **No Impact.** The project site was previously developed with a commercial building with a surface parking lot. No housing units exists onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people and the project would not necessitate the construction of replacement housing. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Population and Housing will be less than significant.

Level of Significance After Mitigation

Not Applicable

4.15 – Public Services

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new of 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?			☑	
Police Protection?			☑	
Schools?			☑	
Parks?			☑	
Other public facilities?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021, City of Whittier, California Annual Budget Fiscal Year 2021-2022 dated September 27, 2021 and Great!Schools website.

Environmental Setting

Fire Protection

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. Property tax and special tax revenues generated fund the LACoFD.

Police Protection

The Whittier Police Department (WPD), headquartered at 13200 Penn Street, provides police protection to the City, including the project site. The WPD serves the cities of Whittier and Santa Fe Springs, an area encompassing 21.4 miles. The members of the WPD who serve the citizens of Santa Fe Springs are stationed out of the Police Service Center, which is located in the City of Santa Fe Springs. The Whittier Police Department is a general law enforcement agency responsible for the delivery of a full range of law enforcement services. Personnel include 121 sworn officers and 51 civilian employees for a total of 172 full-time positions. Included within the 172 positions are 39 positions (34 sworn and 5 fulltime civilians) assigned to provide contract law enforcement services to the City of Santa Fe Springs. The Police Department also has many part-time employees, Cadets, Reserve Officers, an Explorer Post, and many active volunteers. The Department is organizationally structured and comprised of four (4) Divisions: Patrol, Investigations, Support Services, and Administration. The current WPD police headquarters was opened in November 2010 and was built to accommodate necessary growth and expansion. The WPD could increase its resources and still be contained in the present facility, if necessary.

Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Murphy Ranch Elementary School at 16021 Janine Drive, Whittier approximately 0.87 miles to the east; Granada Middle School located at 15337 Lemon Drive, Whittier approximately 1.74 miles to the southeast; and La Serna High School located at 15301 Youngwood Drive, Whittier approximately 0.48 north of the project site.

Pursuant to the Leroy F. Green School Facilities Act (AB 2926), future project proponents will be required to pay developer fees prior to the issuance of building permits, at the then current rate. This fee will help support provision of school services for the community as a whole.

Parks

See Section 4.15, Recreation for discussion on parks.

Discussion

a) **Less Than Significant Impact.** The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. The project site is served by Fire Station 59, which is located approximately 0.2-mile to the southeast of the project site. Fire Station 59, located at 10021 Scott Ave, Whittier, CA 90603, is staffed an engine company provides Emergency Medical Services (EMS), fire and rescue services and safe haven services for unincorporated Los Angeles County and for contract cities. Based on the distance to the project site, Engine 28 is estimated to have an emergency response time of less than five minutes. The proposed project development proposal has been reviewed by LACoFD to ensure that public safety is considered and addressed, including appropriate access and fire-flow water rates. The project would replace a commercial use, and as such could result in an increase in calls for fire protection and emergency medical services. Whether a specific project results in a need for new or expanded fire protection facilities depends partly on the level of demand for fire protection the project generates, and partly on the distance from the project site to the nearest existing fire station.

The project is a proposed infill site. The project is within close proximity to a fire station. Therefore, the project would not have a significant impact on fire response times and would not otherwise create a substantially greater need for fire protection services than already exists. No new or expanded fire protection facilities would be required as a result of this project. Furthermore, the proposed residential site does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or modified fire protection equipment to meet potential emergency demand. According to LACoFD, no significant impacts to fire response time or paramedic response time would occur as a result of this project. Impacts related to expansion of fire protection services will be less than significant.

b) **Less Than Significant Impact.** The Whittier Police Department does not anticipate any significant increase in the average call response time of five to eight minutes resulting from proposed buildout of the project. The proposed residential project will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police

resources. No new or expanded police facilities would need to be constructed as a result of this project. Impacts related to expansion of police protection services will be less than significant.

c) **Less Than Significant Impact.** As a new residential land use, it would have a population increase of approximately 109 persons and would generate a potential direct demand for school facilities. Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the East Whittier Elementary School District, prior to the issuance of building permits, at the then current rate charged to single-family residential development projects. This fee will help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Impacts to the school facilities will be less than significant.

d) Less Than Significant Impact. Demand for park and recreational facilities are generally the direct result of residential development. The project will be providing private and common open space. No substantial demand for park and recreation facilities will result. Impacts will be less than significant.

e) Less Than Significant Impact. No other impacts have been identified that would require the provision of new or physically-altered governmental facilities. The development projects will continue to be subject to sewer, transportation, and storm water impact fees.

Mitigation Measures

No mitigation measures are necessary because impacts to Public Services will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.16 – Recreation

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

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021.

Environmental Setting

Recreational opportunities are identified in the Environmental Resources Management Element of the General Plan where the parks and recreational facilities within the City are detailed.

Discussion

a) **Less Than Significant Impact.** The project involves the construction of 42 residential units. The residential project also proposes common and private open space. The closest public park to the site is Parnell Park to the southeast. The addition of 109 persons to the city is expected to marginally increase the use of existing neighborhood and regional parks, but this increased use would be partially offset by the proposed open space on the project site. Landscape plans for the project are contained in Appendix A. The provision of open space onsite would reduce impacts to existing recreational facilities. Additionally, the project applicant would pay any applicable park or recreational impact fees required by the city. Therefore, the project would have a less than significant impact on parks or other recreational facilities.

b) **Less Than Significant Impact.** The project does not include separate recreational facilities for residents. The project would not require the construction or expansion of recreational facilities outside the limits of the project site. There would be no significant adverse physical effect on the environment, and less than significant impacts would occur with project implementation.

Mitigation Measures

No mitigation measures are necessary because Recreation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.17 – Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable program plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			☑	

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			☑	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			☑	
d) Result in inadequate emergency access?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; Quantifying Greenhouse Gas Mitigation Measures Report, California Air Pollution Control Officers Association (CAPCOA), August 2010; California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021; Technical Advisory on Evaluating Transportation Impacts in CEQA, State of California, Governor's Office of Planning and Research, December, 2018; South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008; Urban Crossroads, La Serna Townhomes Multi-Way Stop Warrant Analysis, dated January 31, 2022; Urban Crossroads, La Serna Townhomes Vehicle Miles Traveled (VMT) Screening and Trip Generation Assessment, dated March 2, 2022; and WHA Architects Planners Designers, Planning Commission Submittal of Civil, Architecture and Landscape Plans, dated February 15, 2022.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. The project is located approximately 200 feet away from State Route 72 (SR-72, also known as Whittier Boulevard). The project takes access from Janine and La Serna Drives via two driveways.

Discussion

a) **Less than Significant Impact.** The project involves new construction of 42 attached residential units. It is not intended to conflict with a program plan, ordinance or policy addressing the circulation system. The residential project is providing the required number of parking spaces (103 spaces) to meet City code. It is not anticipated that parking from the proposed project will impact the on-street parking capacity given the orientation of the residential project on Janine and La Serna Drives. The traffic assessment found that current traffic conditions near the project are functioning at acceptable service levels. All other intersections remain unchanged in terms of level of service with the proposed project.

The new infill project will be utilizing Transportation Demand Management (TDM) Strategies as a part of their development. These TDM strategies include:

Increase Density: Range of Effectiveness: 0.8 – 30.0% vehicle miles traveled (VMT) reduction and therefore a 0.8 – 30.0% reduction in GHG emissions.

Project: The current application includes the development of 42 new single-family attached homes and will increase density by 22.8 dwelling units per acre over existing conditions.

Increase Location Efficiency: Range of Effectiveness: 10-65% vehicle miles traveled (VMT) reduction and therefore 10-65% reduction in GHG emissions Project: The site is located approximately 200 feet away from State Route 72 (SR-72, also known as Whittier Boulevard). Park facilities are within a four minute walk from the project. Transit services the immediate area with bus stops along Whittier Boulevard. There is a Class III bicycle route adjacent to the site along Janine Drive. The residential units are proposed to have attached garages with sufficient space to allow for bicycle parking. The site is classified as within a suburban center.

Increase Destination Accessibility: Range of Effectiveness: 6.7 – 20% vehicle miles traveled (VMT) reduction and therefore 6.7-20% reduction in GHG emissions.

Project: The project is located 0.2-mile to the northwest of the Whittwood Town Center providing future residents with opportunities for shopping, eating and access to public uses such as Police Department Substation and library.

Provide Pedestrian Network Improvements: Range of Effectiveness: 0 - 2% vehicle miles traveled (VMT) reduction and therefore 0 - 2% reduction in GHG emissions.

Project: The development will provide a pedestrian access network that internally links the residential dwelling units to existing external streets and pedestrian facilities contiguous with the project site. The residential development has been designed to limit slopes to facilitate pedestrian circulation within the project and is generally flat.

Implement Subsidized or Discounted Transit Program: Range of Effectiveness: 0.3 – 20.0% commute vehicle miles traveled (VMT) reduction and therefore a 0.3 – 20.0% reduction in commute trip GHG emissions.

Project: The project will participate in the Discount Bus Passes for City of Whittier Residents Program. This program allows Whittier residents to receive a 20% discount when purchasing cash value for the Transit Access Pass (TAP) card. Passengers who provide proof of current City of Whittier residency are eligible to receive discounts when loading the fares on TAP Card. As part of the purchase process of the individual residential units, new owners will be provided with information regarding transit opportunities near the site and within the City of Whittier including the resident discount program.

Telecommuting and Alternative Work Schedules: Range of Effectiveness: 0.07 – 5.50% commute vehicle miles traveled (VMT) reduction and therefore 0.07 – 5.50% reduction in commute trip GHG emissions.

Project: The residential development will be pre-wiring the units for whole home Wi-Fi and including low voltage RG6 cable and CAT5 voice/data wiring to encourage work-at-home/telecommuting functions.

The project's inclusion of TDM strategies and design features will help further reduce single occupancy vehicle trips and decrease vehicle miles traveled. No further environmental analysis is required.

b) **Less than Significant Impact.** Trip generation is a measure or forecast of the number of trips that begin or end at a particular site, and is a function of the extent and types of land use

proposed as part of a project. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based on studies of developments in comparable settings. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

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

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

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

Traffic generation is expressed in vehicle trip ends (TE's), defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines and the ITE's 11th Edition *Trip Generation Handbook* for the existing land uses on the site. Table 4.17-1 shows the trip generation comparison and the resulting net change in trips between the previous use and the proposed project. It presents the forecast peak hour and daily traffic volumes on a "typical" weekday for the proposed project. Hence, the forecast peak hour conditions are considered conservative and worst-case. The trips generated by the proposed project were estimated using City of Whittier Vehicle Miles Traveled (VMT) Transportation Study Guidelines for the proposed Condominiums/Townhomes. Credits were applied were estimated using ITE Land Use code 932 – High Turnover (Sit-down) Restaurant. In comparison, the proposed Project (assuming the most conservative single family attached land use category) would result in 290 fewer two-way trips per day and a net reduction of 72 AM peak hour trips and a net reduction of 36 PM peak hour trips. The single family attached product type generates slightly more traffic, but the net effect is still an overall reduction in comparison to the former sit-down restaurant use.

Table 4.17-1
Trip Generation Comparison

Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Previous Use: Restaurant Total Trips	51	41	92	41	19	60	592
Proposed Project: Proposed Project Total Trips	6	14	20	14	10	24	302
Net Change Total Trips	**-45**	**-27**	**-72**	**-27**	**-9**	**-36**	**-290**

Source: Urban Crossroads, 2022.

The City Guidelines provides details on appropriate screening criteria and thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed analysis. Screening thresholds are broken into the following three types:

- TPA Screening
- Low VMT Area Screening
- Project Type

A land use project need only to meet one of the above screening thresholds to result in a less than significant VMT impact.

Consistent with guidance identified City Guidelines, projects that are located within a ½ mile of the Eastside Transit Corridor Phase 2 Project, or a ½ mile of where two or more 15-minute (during commute hours) bus routes intersect or within a ½ mile of a corridor served by 15-minute (during commute hours) bus service. In addition, the project should have the following characteristics:

- A Floor Area Ratio (FAR) of 0.75 or greater
- Is consistent with the applicable SCAG Sustainable Community Strategy (SCS) (as determined by the City)
- Does not provide more parking than required by the City
- Does not replace affordable housing units

The project site is located within a TPA based on bus service. Once a project is found to be located within a TPA, additional sub criteria as noted above should also be reviewed. The project as designed is anticipated to have a FAR of 0.80 of actual living and a FAR of 1.04 of living plus garage, which both exceed the FAR criteria of 0.75 or greater. The project is consistent with the adopted RTP/SCS and is not replacing affordable residential units with market rate residential units. Finally, the proposed parking supplied by the project would not exceed the City's required parking threshold of 103 spaces. Therefore, TPA screening criteria is met.

As noted in the City Guidelines, a residential or office project that is located in a Traffic Analysis Zone (TAZ) that is already 15% below the City and Sphere of Influence (SOI) Baseline VMT will tend to exhibit similarly low VMT. The City Guidelines does not provide specific information for TAZs located within the City of Whittier. An appropriate determination of low VMT area cannot be made. Low VMT Area screening criteria is not met.

The City Guidelines identify that local serving retail less than 50,000 square feet or other local serving essential services (e.g., local parks, day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The City Guidelines also indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. (3) The proposed Project is anticipated to generate daily vehicle trips exceeding the 110 daily vehicle threshold. Project Type screening criteria is not met.

As shown in Table 4.17-1, the reduction of 290 trips from the prior use will decrease vehicle miles traveled in the project area compared to existing conditions. As such, the proposed project may be screened out as it is assumed to cause a less-than-significant transportation impact and the project complies with State CEQA Guidelines Section 15064.3, subdivision (b).

c) **Less Than Significant Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous geometric design feature or introduced incompatible uses to the existing traffic pattern. The project shall ensure adequate sight distance is provided at each project access location intersecting a public roadway per the California Department of Transportation (Caltrans) standards. In order to ensure adequate sight distance is maintained, the following recommendations are provided:

- A limited use area shall be maintained where a clear line of sight can be established.
- The limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.
- Limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
- No trees, walls, or any obstructions shall be allowed in the limited use area.
- The toe of the slope shall not encroach into the limited use area.

By complying with the sight distance recommendations, the project would not substantially increase hazards due to sight distance. The design of the development under the provisions of the Municipal Code would comply with all applicable City regulations. The project would not create or encourage any hazardous transportation-related design features or incompatible uses. No further environmental analysis is required.

d) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the Los Angeles County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project area or adjacent uses.

Construction

Project construction could temporarily close sidewalks and street lane(s) along Janine and La Serna Drives, which could temporarily impact emergency access. However, implementation of a Transportation Map Plan would ensure that traffic circulation during construction would be less than significant.

Operation

The project would comply with applicable City regulations, such as the requirement to comply with the City's fire code to provide adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of Whittier would review

project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. The site design includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with all applicable design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided. Therefore, the project would not result in inadequate emergency access and there would be less than significant impacts.

Mitigation Measures

No mitigation measures are necessary because Transportation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.18 – Tribal Cultural Resources

	Potentially Significant Impact	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
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?			☑	
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		☑		

Sources

Information used to prepare this section is from the following sources: Notice of Project Applications to Native American Tribes dated September 1, 2021 and *City of Whittier General Plan Update*, 2021.

Environmental Setting

Senate Bill 18

Senate Bill 18 California Government Code §65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or to designate open space that includes Native American Cultural Places. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "the intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Assembly Bill 52

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Discussion

a) **Less Than Significant Impact.** Project implementation would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. No tribal cultural resources are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k). Therefore, there will be no impacts as a result of the project. While the probability of encountering a significant tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. No further environmental analysis is required.

b) **Less Than Significant Impact with Mitigation Incorporated.** The City of Whittier (the lead agency) initiated AB 52 outreach to local tribes for the La Serna Townhomes Project. The City prepared letters to the two tribes on their list for AB 52 contact, informing them of the project. The letters were sent on September 1, 2021. The letters were sent via certified mail to:

Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño – Kizh Nation) and Joseph Ontiveros, Cultural Resource Director, Soboba Band of Luiseño Indians. The letters conveyed that the recipient had 30 days from the receipt of the letter to request AB 52 consultation regarding the project.

Chairman Salas requested a consultation on the project. An AB 52 consultation meeting was held between the Gabrieleño – Kizh Nation, Alan Hernardz, Assistant Planner, and Luis G. Escobedo, Planning Services Manager with the City of Whittier on November 2, 2021. The City agreed to mitigation measure language for tribal cultural resources provided by the Gabrieleño – Kizh Nation. This mitigation language has been adapted as TCR-1 through TCR-3 below. Consultation was concluded with the incorporation of the measures as conditions upon development on November 8, 2021. To date, there have been no responses from the remaining tribe. The response period having been passed, the City has determined that the AB 52 consultation process has concluded.

As previously discussed**,** the project would be built on disturbed land, within a developed suburban setting. No human remains have been previously identified or recorded onsite. The project proposes grading activities for the implementation of infrastructure that includes water, sewer, and utility lines. Grading activities associated with development of the project would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measures TCR-2 and TCR-3 dealing with associated funerary objects, and dealing with human remains would ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measures

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

a. The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
b. A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.
c. The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.
d. The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting *prior to the commencement of any ground-disturbing activities*, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.
e. 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 TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), 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.

f. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods

a. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.
b. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.
c. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)
d. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) 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, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
e. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its 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 Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)

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

TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:

a. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.
b. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.
c. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
d. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or 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, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.
e. In the case where discovered human remains cannot be fully recovered (and documented) 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 divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
f. 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. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.
g. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.
h. 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.

Level of Significance After Mitigation

Tribal Cultural Resource impacts will be less than significant with standard conditions and mitigation satisfied.

4.19 – Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			☑	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			☑	
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?			☑	
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?			☑	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			☑	

Sources

Information used to prepare this section is from the following sources: CalRecycle Website; and Whittier General Plan Update, 2021; C&V Consulting, Inc., Sanitary Sewer Analysis, TTM No. 83435, PC 4078 & DWG 18-P-57, City of Whittier Sewer Atlas Map page H12, dated January 2022; City of Whittier, Sewer Will Serve Letter dated August 4, 2021; Los Angeles County Sanitation Districts, Will Serve Letter dated February 17, 2022; Republic Services, Will Serve

Letter dated September 16, 2021; and Suburban Water Systems, Water Will Serve Letter dated February 23, 2021.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections.

Discussion

a) thru e) **Less Than Significant Impact.** The proposed project would require offsite improvements including sewer, domestic water, fire water, irrigation, and dry utilities connections to existing utility infrastructure in Janine and La Serna Drives.

Wastewater Treatment – The project proposes offsite sewer improvements to connect the sewer lines from the project site to the existing sewer network under streets located adjacent to the site. As detailed in the City's General Plan EIR, the City of Whittier provides wastewater collection service to the majority of parcels within the City limits. The proposed project is located within the jurisdictional boundary of Los Angeles County Sanitation Districts No. 18. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Scott Avenue Trunk Sewer, located in Scott Avenue at Whittier Boulevard. The Districts' 8-inch diameter trunk sewer has a capacity of 0.8 million gallons per day (mgd) and conveyed a peak flow of 0.3 mgd when last measured in 2012. The Districts are empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the Districts' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. This connection fee is used by the Districts for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the Districts' Sewerage System. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise the developer that the Districts intend to provide this service up to the levels that are legally permitted and to inform the developer of the currently existing capacity and any proposed expansion of the Districts' facilities. Impacts would be less than significant.

Project Wastewater Generation – The project is estimated to generate 195 gallons per day (gpd) of wastewater per residential townhome unit, or a total of 8,190 gpd. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 mgd and currently processes an average flow of 249.8 mgd, or the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 23.1 mgd.

Sufficient wastewater treatment capacity is available in the region, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

Sanitary Sewer – Information on sanitary sewers serving the project site is based on the Sanitary Sewer Analysis completed by C&V Consulting, Inc. in January 2022; a copy of this report is included as Appendix J. The subject project site proposes to construct 42 attached residential units. Each unit will have its own dedicated sewer lateral joining to the on-site private main within the private drive aisles. According to the City of Whittier Sewer Atlas, there is one 8" sewer line that flows through Janine Drive and La Serna Drive along the project frontage. This existing sewer main flows easterly along Janine Drive approximately 6' south of Janine Drive's centerline and turns south flowing southerly along La Serna Drive. The main is approximately 36' west of the La Serna's centerline underneath the existing sidewalk and flows towards Whittier Blvd. The proposed project site is designed to contribute sewer flow to the 8" VCP sewer line in La Serna Drive.

Based on sewer monitoring data collected, the sewer systems located in La Serna Drive indicated good flow, along with hydraulics and relatively low depths. The proposed residential development project onsite system flows will increase the overall downstream system of the local main by approximately 7.7% at peak flow and the volume of flow does not exceed 50% of the capacity of the pipes (d/D<0.50). Based on the analysis above, we conclude that effluent volumes produced by the proposed development should not significantly impact or exceed the existing sewer capacity in the public system, and that the existing sewer system along La Serna Drive has adequate capacity for the proposed development.

For downstream lines, the existing level of flow of the 8" sewer main in Scott Avenue already exceeds LA County standard capacity (d/D=0.6525) at its' peak. Although the average flow level of the study was 3.544 in (which meets county standards), it displays that the existing daily peak flow level exceeds the 4" flow level capacity (d/D=0.50) on most days of the sewer flow study. The existing peak flow measured was at 5.22 inches, which is 1.22 inches above standard. The proposed residential development project onsite system flows will increase the overall downstream system of the local main by approximately 3.3% at peak flow. The proposed project site only increases the flow slightly and can be considered negligible. Impacts would be less than significant.

Domestic Water – Domestic water will be provided to the project by Suburban Water Systems through a connection to the existing 8" main in Janine Drive and La Serna Drive and distributed through a private water system to individual meters for each house, and to a common irrigation meter. Fire sprinkler flow will be supplied by individual house meters. Additional water utility infrastructure will be installed at the developer's expense to service this subdivision. The project would have a less than significant impact regarding domestic water supplies.

Fire Water - The project proposes new fire water lines to the project site via installation of fire water laterals from the street to the project site. Suburban Water Systems will supply fire water to the project and capacity has been determined to be adequate. The project would result in a nominal increase in water demand compared to existing conditions and therefore, the project would have a less than significant impact regarding fire water supplies.

Stormwater - The previous developed site consists of a vacant commercial building pad with a parking lot area. The majority of parking lot area is covered with impervious paving. The pre-development drainage of the project site is generally surface sheet flow southeasterly towards the private alley on the southern boundary via an onsite v-gutter and eventually downstream to La Serna Drive. All drainage appears to surface flow with no sign of any storm drain onsite to the

downstream storm drainage system. The project proposes the construction of 6 buildings with 42 attached condominium with private garages, private drive aisles, sidewalks, and common landscaped areas. The project site will be accessible with an entrance/ exit along Janine Drive and the existing private alley. The private alley on the southerly site is proposed for access to proposed development and existing adjacent properties. The private alley was analyzed as an offsite area due to the inseparable confluence flow from upstream adjacent properties, which peak flowrate drainage was determined to unaffected by replacement in-kind and analysis validated within this Hydrology report. Onsite drainage is divided into two (2) drainage management areas (DMAs) that are graded to ultimately route runoff towards La Serna Drive to preserve pre-development condition drainage conditions. Grated and curb inlets are place at the street low points to collect and direct runoffs from each DMA to a detention system, which will feed a WetlandMOD biofiltration system to conform with water quality treatment standards. Treated stormwater from both DMA will enter a pump station that outlets towards a proposed parkway drain on La Serna Drive. In cases of high storm event, westerly portion of the site is graded to outlet overflow at the entrance of the site at the private alley which flows downstream as pre-development conditions. The runoff generated from the easterly portion of the site is captured at the catch basin installed with a pipe system that is size to outlet the 100-year storm event to the proposed parkway drain. During a higher storm event, runoff will top over the curb and sheet flow towards La Serna Drive as the low point of the proposed site to preserve pre-development conditions. In addition, the proposed project is greater than one acre and is therefore required to obtain a National Pollutant Discharge Elimination System permit and consequently develop and implement a Storm Water Pollution Prevention Plan (SWPPP). Therefore, impacts regarding stormwater would be less than significant.

Electric Power: Electric power for the City of Whittier is provided by Southern California Edison (SCE). The proposed project is located in a developed area, and infrastructure for providing electric power to the area is well established. SCE typically utilizes existing utility corridors to reduce environmental impacts, and has energy-efficiency programs to reduce energy usage and maintain reliable service throughout the year. The project would be constructed in accordance with all applicable Title 24 regulations, and would not necessitate the construction or relocation of electric power facilities. The project is located along Janine and La Serna Drives. A less than significant impact would occur.

Natural Gas: The Southern California Gas Company (SoCalGas) is the primary distributor of retail and wholesale natural gas across Southern California, including the City of Whittier. SoCalGas provides services to residential, commercial, and industrial consumers, and also provides gas for electric generation customers. SoCalGas expects total gas demand to decline 0.74 percent annually from 2018 to 2035 as a result of energy-efficiency standards and programs, renewable electricity goals, modest economic growth in its service region, and advanced metering infrastructure. Moreover, SoCalGas plans on implementing aggressive energy-efficiency programs that will result in natural gas savings across all sectors that will ensure longevity of its natural gas supplies and adequate generation rates. Therefore, anticipated natural gas supply is adequate to meet demand in the SoCalGas region, and the proposed project is not expected to impact this determination. Thus, no natural gas facilities would have to be constructed or relocated as a result of the proposed project, and a less than significant impact would occur.

Telecommunications Facilities: Cable services, including internet, phone, and television, are provided in the City of Whittier by Charter Communications and Frontier Communications. The proposed project would not interfere with operation of their facilities and a less than significant impact would occur.

Solid Waste Collection

Trash storage will be in the garage of each residential unit, and containers (green waste/organics, landfill, and recyclables) will be picked up by Republic Services (City franchisee) weekly. Residential customers for Building C, D and F will be required to roll-out their solid waste cart, recycling cart, and green waste cart to the driveway aisle adjacent to Buildings A and B for collection service. The proposed project would not interfere with servicing abilities with the condition noted and a less than significant impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Utilities will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.20 – Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			☑	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire?			☑	
b) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment?			☑	
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?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021 *and* California Department of Forestry and Fire Protection, Incorporated Fire Hazard Severity Zone: City of Whittier, Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area).

Environmental Setting

The La Serna Townhomes project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).

Discussion

a) thru d) **Less Than Significant Impact.** The project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area that the project area is located. The project would not be expected to impair emergency plans, exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment. The project would not 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. The project area is relatively flat and characterized with slopes that are not high (less than 10 percent) or steep. Therefore this impact would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are necessary because impacts to Wildfires will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?			☑	
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)?			☑	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		☑		

Sources

Information used to prepare this section is from Sections 4.1 through 4.20 above.

Discussion

a) **Less Than Significant Impact with Mitigation Incorporated.** The project is located within an urbanized area, which provides low habitat value for special-status plant and wildlife species. Additionally, as detailed in City of Whittier General Plan EIR, the City is almost completely urbanized and landscaped with mostly non-native species. The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section 4.4. As detailed in Section 4.5, Cultural Resources concludes no significant impact on archeological resources. Sections 4.8 and 4.10 conclude that impacts related to climate change and hydrology and water quality will be less than significant. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.20, no evidence is presented that this project would degrade the quality of the environment with the mitigation measures incorporated.

b) **Less Than Significant.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. The proposed residential development will generally result in less than significant

environmental impacts, as discussed herein. There are no short-term impacts related to pollutant emissions and therefore, will not exceed maximum thresholds.

The proposed project would not significantly cumulatively affect the environment. Continued efforts towards water conservation, as required by State law, would reduce water demands; the project would result in a less than significant cumulative impact on water supply and other resources. As indicated in Section 4.17 herein, the proposed project would not result in any significant traffic impacts to transportation. Long-term cumulative effects will have no significant impact on air quality. The project development would not contribute to any cumulative growth effects beyond what is anticipated for the City's future in the General Plan.

c) **Less Than Significant Impact.** Paleontological resources would be less than significant. Additionally as described in Section 4.8, Hazards and Hazardous Materials, impacts during project construction and operations would be less than significant.

Regarding Noise, as detailed in Section 4.13, the proposed project would result in less than significant impacts to sensitive receivers from noise and vibration. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential and commercial areas. In addition, noise from activities associated with the new development would be similar to that occurring now. Therefore, noise from onsite sources would be less than significant.

Regarding emergency services such a police and fire, the project is anticipated to generate approximately 109 residents, which would have a minimal impact on demand for fire services. Additionally, the project applicant would pay any applicable fire/development fees, per the City's fee schedule. Thus, the project's impacts on fire protection services would be less than significant.

During the construction phase, the project could temporarily impact street traffic adjacent to the project site during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. Project construction could reduce the number of lanes or temporarily close a portion of adjacent roads. Traffic impacts are anticipated during the construction phase of the project and would only impact the adjacent streets/intersections. As detailed in Section 4.16, Transportation, the project would have less than significant traffic impacts both during project construction and operation, and no mitigation is warranted.

Based on the analysis of the proposed project's impacts in the responses to items 4.1 thru 4.20, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur. For this reason, the City has concluded that this project can be implemented without causing significant adverse environmental effects and determined that the Mitigated Negative Declaration is the appropriate type of CEQA documentation.

5 References

5.1 – List of Preparers

City of Whittier (Lead Agency)

City of Whittier
13230 Penn Street
Whittier, CA 90602-1772

Alan Hernandez, Assistant Planner

5.2 – Persons and Organizations Consulted

ALBUS & Associates, 2021. Preliminary Geotechnical Investigation, Proposed Multi-Family Residential Development (La Serna Apartments) TTM No. 83435, 9829 La Serna Drive, Whittier, California. Dated April 23, 2021.

California Building Standards Commission, 2019. California Building Standards Code (Code of Regulations, Title 24): 2019 Triennial Edition (effective January 1, 2020). Available at http://www.bsc.ca.gov/Codes.aspx. Accessed on February 1, 2022.

California Department of Conservation, California Geological Survey (CGS), 2020 Data Viewer. Accessed online at: https://maps.conservation.ca.gov/cgs/DataViewer/. Accessed on February 1, 2022.

California Department of Conservation, California Geological Survey, 2022. Earthquake Zones of Required Investigation. Accessed online at https://maps.conservation.ca.gov/cgs/EQZApp/. Accessed on February 1, 2022.

California Department of Conservation, 2018. Farmland Mapping and Monitoring Program of the California Resources Agency. Accessed online at https://www.conservation.ca.gov/dlrp/fmmp. Accessed February 1, 2022.

California Department of Conservation, 1995. SMARA Generalized Mineral Land Classification Map for Los Angeles County Accessed online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed on February 1, 2022.

California Department of Finance, 2021. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. May 2021. Available online at https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/. Accessed February 1, 2022.

California Department of Fish and Wildlife, 2022. California Natural Community Conservation Plans. Available online at https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed February 1, 2022.

California Department of Fish and Wildlife, 2020. California Natural Diversity Database (CNDDB). Available at https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed on February 1, 2022.

California Department of Forestry and Fire Protection, 2011. Incorporated Fire Hazard Severity Zone: City of Whittier, Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area). Accessed online at http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/losangeles/Whittier.pdf. Accessed February 1, 2022.

California Department of Toxic Substances Control, 2022. EnviroStor. Available online at https://www.envirostor.dtsc.ca.gov/public/. Accessed February 1, 2022.

California Department of Transportation, 2022. California Scenic Highway Mapping System. Available online at https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed February 1, 2022.

California Department of Transportation, Division of Aeronautics, 2019. California Public Use Airports and Federal Airfields. Available online at https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/publicuseairports-militaryairfieldsmap-a11y.pdf. Accessed February 1, 2022.

California Environmental Protection Agency, 2022. Cortese List. Accessed online at https://calepa.ca.gov/sitecleanup/corteselist/. Accessed on February 1, 2022.

California Gas and Electric Utilities, 2020. 2020 California Gas Report. Accessed online at https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf. Accessed on February 1, 2022.

California State Water Resources Control Board, 2022. GeoTracker. Accessed online at https://geotracker.waterboards.ca.gov/. Accessed February 1, 2022.

California State Water Resources Control Board, 2022. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Available online at https://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf. Accessed February 1, 2022.

CalRecycle, 2019. Estimated Solid Waste Generation Rates. Accessed online at https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed on February 1, 2022.

CAPCOA, 2010. Quantifying Greenhouse Gas Mitigation Measures. California Air Pollution Control Officers Association (CAPCOA). August 2010.

CAPCOA, 2021. California Emissions Estimator Model®, Version 2020.4.0. California Air Pollution Control Officers Association. May 2021.

City of Whittier, 2021. City of Whittier, California Annual Budget Fiscal Year 2021-2022. Dated September 27, 2021.

City of Whittier, 2021. Envision Whittier General Plan. Accessed online at https://www.envisionwhittier.org/documents. Approved by City Council on October 12, 2021.

City of Whittier, 2021. City of Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report. Accessed online at https://www.envisionwhittier.org/documents. Approved by City Council on October 12, 2021.

City of Whittier, 2021. City of Whittier HCD Draft 2021-2029 Housing Element. Accessed online at https://www.envisionwhittier.org/documents. Approved by City Council on October 12, 2021.

City of Whittier, 2022. City of Whittier Municipal Code, Title 18 Zoning. Accessed online on https://library.municode.com/ca/whittier/codes/code_of_ordinances. Accessed on February 1, 2022.

City of Whittier, 2021. Sewer Will Serve Letter dated August 4, 2021.

C&V Consulting, Inc., 2022. Civil Plans. Dated February 2022.

C&V Consulting, Inc., 2021. Preliminary Hydrology Study, 9289 La Serna Drive, Whittier, California. Dated April 2021.

C&V Consulting, Inc., 2021. Preliminary Low Impact Development (LID) Plan, TTM No. 83435, APN 8224-017-022 & 023, 9289 La Serna Drive, Whittier, California. Dated April 2021.

C&V Consulting, Inc., 2022. Sanitary Sewer Analysis, TTM No. 83435, PC 4078 & DWG 18-P-57, City of Whittier Sewer Atlas Map page H12. Dated January 2022.

Federal Emergency Management Agency, 2022. FEMA Flood Map Service Center: Search By Address Map Number 06037C1835F. Available at https://msc.fema.gov/portal/search#searchresultsanchor. Effective September 26, 2008. Accessed February 1, 2022.

Focus Environmental Consulting, 2020. Hazardous Material Survey Inspection Report, Restaurant Building, 9829 La Serna Drive, Whittier, CA. Dated February 25, 2020.

Great!Schools, 2022. School District Boundary Viewer. Accessed online at https://www.greatschools.org/school-district-boundaries-map/. Accessed February 1, 2022.

Herman Design Group, 2021. Landscape Plans. Dated September 20, 2021.

Los Angeles County Sanitation Districts, 2022. Will Serve Letter dated February 17, 2022.

OPR, 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. State of California, Governor's Office of Planning and Research. December, 2018.

Smith-Emery Geoservices, 2020. Limited Phase II ESA Report, 9829 La Serna Drive, Whittier, CA 90605. Dated March 9, 2020.

Smith-Emery Geoservices, 2020. Phase I Environmental Site Assessment Report, 9829 La Serna Drive, Whittier, CA 90605. Dated February 13, 2020.

Republic Services, 2021. Will Serve Letter dated September 16, 2021.

South Coast Air Quality Management District, 1993. CEQA Handbook.

South Coast Air Quality Management District, 2008. Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October 2008.

South Coast Air Quality Management District, 2020. Rule 1403 Compliance Advisory. Accessed online at http://www.aqmd.gov/home/rules-compliance/compliance/asbestos-demolition-removal. Accessed on February 1, 2022.

Suburban Water Systems, 2021. Water Will Serve Letter dated February 23, 2021.

University of California Davis Soil Resource Laboratory, 2022. SoilWeb. Accessed online at http://casoilresource.lawr.ucdavis.edu/gmap/. Accessed February 1, 2022.

United States Environmental Protection Agency, 2022. EPA Waters GeoViewer. Available at https://www.epa.gov/waterdata/waters-geoviewer. Accessed on February 1, 2022.

United States Environmental Protection Agency, 2022. Household Hazardous Waste. Accessed online at https://www.epa.gov/hw/household-hazardous-waste-hhw. Accessed on February 1, 2022.

United States Fish & Wildlife Service, 2022. Environmental Conservation Online System. Accessed online at https://ecos.fws.gov/ecp/. Accessed February 1, 2022.

United State Fish & Wildlife Service, 2022. Environmental Conservation Online System (ECOS). Critical Habitat Mapper. Available at https://ecos.fws.gov/ecp/report/table/critical-habitat.html. Accessed on February 1, 2022.

United State Fish & Wildlife Service, 2022. Habitat Conservation Plans: Summary Report. Accessed online at https://ecos.fws.gov/ecp/report/conservation-plans-type-region. Accessed February 1, 2022.

United States Fish and Wildlife Service, National Wetlands Inventory, 2022. Wetlands Mapper. Assessed online at https://www.fws.gov/wetlands/data/mapper.html. Accessed February 1, 2022.

Urban Crossroads, 2022. Air Quality Impact Analysis City of Whittier. Dated February 11, 2022.

Urban Crossroads, 2022. Greenhouse Gas Analysis City of Whittier. Dated February 11, 2022.

Urban Crossroads, 2022. La Serna Townhomes Multi-Way Stop Warrant Analysis. Dated January 31, 2022.

Urban Crossroads, 2022. La Serna Townhomes Vehicle Miles Traveled (VMT) Screening and Trip Generation Assessment. Dated March 2, 2022.

Urban Crossroads, 2022. Noise Impact Analysis City of Whittier. Dated February 11, 2022.

WHA Architects Planners Designers, 2022. Planning Commission Submittal of Civil, Architecture and Landscape Plans. Dated February 15, 2022.

Whittier City School District, 2021. District School Fees. Accessed online at https://4.files.edl.io/9d81/01/27/21/171934-2b2bcd34-bbbd-486d-b68e-b729476ca698.pdf. Accessed February 1, 2022.

Tribal Cultural Resources

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

a. The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
b. A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.
c. The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.
d. The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting *prior to the commencement of any ground-disturbing activities*, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.
e. 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 TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), 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.
f. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods

a. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.
b. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.
c. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)
d. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) 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, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
e. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its 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 Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)
f. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.
g. Any historic archaeological material that is not Native American in origin (non-TCRs) 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.

TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:

a. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.
b. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be

implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.

c. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

d. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or 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, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.

e. In the case where discovered human remains cannot be fully recovered (and documented) 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 divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

f. 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. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.

g. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.

h. 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.

Appendix A Project Plans: Tentative Tract Map No. 83435 [TTM 21-0002], Conditional Use Permit No. 21-0007, and Development Review Permit No. DRP21-0055 – Tentative Tract Map, Grading Plan, Utility Plan, Fire Access & Hydrant Plan, Site Plan, Open Space Plan, Floor Plans, Elevations, Landscape Plan, Wall/Fencing Plan and Lighting Plan

BUILDING D

BUILDING C

PLANNING COMMISION SUBMITTAL

OUR TEAM

MISSION PACIFIC INVESTORS
Contact: Mark Rael
4100 Newport Place, Suite 790, Newport Beach, CA 92660
951.453-4147 | www.missionpacific.com

ARCHITECT:
WHA. Architects . Planners . Designers
Contact: Ron Nestor
680 Newport Center Drive, Suite 300, Newport Beach, CA 92660
949.250-0607 | www.WHAinc.com

CIVIL:
C&V Consulting, Inc.
Contact: Ryan Bittner
9830 Irvine, CA 92618
949.445-1833 | www.cvc-inc.net

LANDSCAPE:
Herman Design Group
Contact: Jose Estrada
6864 Indiana Avenue, Suite 104E, Riverside CA 92506-4285
951.782-9335 | www.hdg-inc.com

CS COVER SHEET

CIVIL

C-1 TENTATIVE TRACT MAP
C-2 PRELIMINARY GRADING PLAN
C-3 PRELIMINARY ULTILITY PLAN
C-4 FIRE ACCESS & HYDRANT LOCATION PLAN

ARCHITECTURE

SP.1 CONCEPTUAL SITE PLAN
SP.2 CONCEPTUAL OPEN SPACE PLAN
JANINE DRIVEWAY BLOW-UP
SP.3 CONCEPTUAL SITE SECTIONS
A.1 BUILDING A CONCEPTUAL FLOOR PLANS
A.2 BUILDING B CONCEPTUAL FLOOR PLANS
A.3 BUILDING C CONCEPTUAL FLOOR PLANS
A.4 BUILDING D CONCEPTUAL FLOOR PLANS
A.5 BUILDING E CONCEPTUAL FLOOR PLANS
A.6 BUILDING E CONCEPTUAL FLOOR PLANS
A.7 BUILDING F CONCEPTUAL FLOOR PLANS
A.8 BUILDING A | CONCEPTUAL ELEVATIONS
A.9 BUILDING B | CONCEPTUAL ELEVATIONS
A.10 BUILDING C & D | CONCEPTUAL ELEVATIONS
A.11 BUILDING C | CONCEPTUAL ELEVATIONS
A.12 BUILDING D | CONCEPTUAL ELEVATIONS
A.13 BUILDING E | CONCEPTUAL ELEVATIONS
A.14 BUILDING F | CONCEPTUAL ELEVATIONS
A.15 TYPICAL BUILDING SECTION
A.16 EXTERIOR DOOR & WINDOW SCHEDULE
CM EXTERIOR COLOR & MATERIALS DESIGN

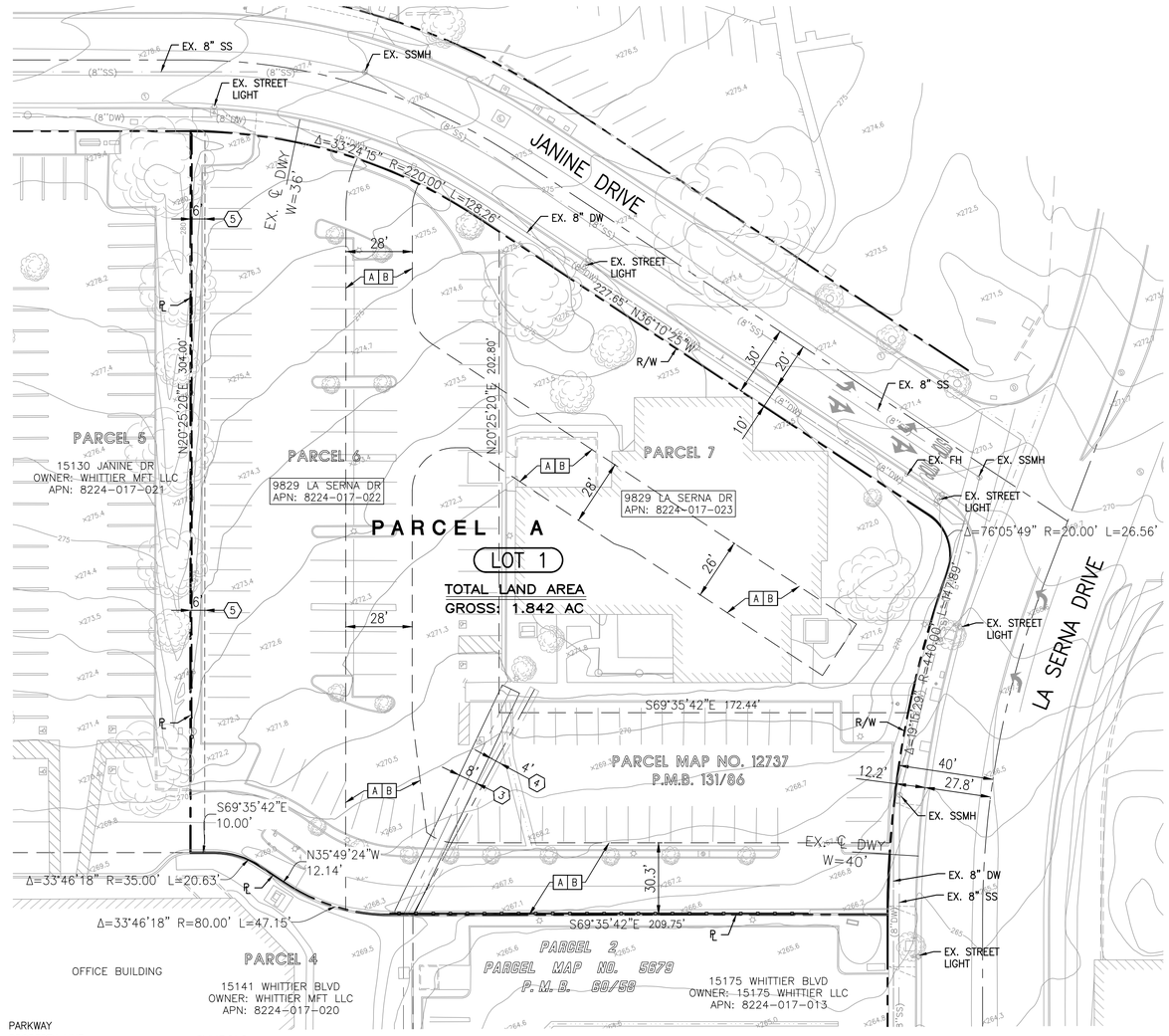
LANDSCAPE

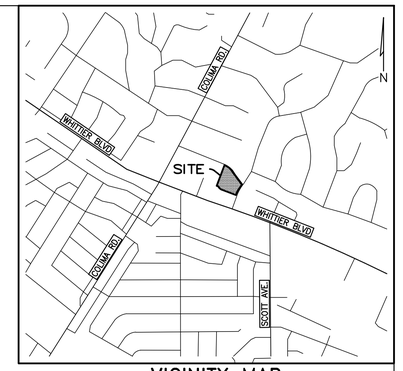
LP-1 CONCEPTUAL MASTER LANDSCAPE PLAN
LP-2 CONCEPTUAL WALL/FENCE PLAN
LP-3 SITE SECTIONS
LP-4 SITE AMENITIES SOCIAL AREA
LP-5 SITE AMENITIES DOG PARK
LP-6 CONCEPTUAL MASTER PLANT PALETTE
E1.0 CONCEPTUAL SITE LIGHTING PLAN
E1.1 SITE PHOTOMETRIC PLAN
E1.2 SITE LIGHTING DETAILS

TENTATIVE TRACT NO. 83435

FOR CONDOMINIUM PURPOSES

CITY OF WHITTIER, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA





VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION:

PARCEL A:
PARCELS 6 AND 7, IN THE CITY OF WHITTIER, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 12737, AS PER MAP FILED IN BOOK 131, PAGE 86 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL B:
NON-EXCLUSIVE EASEMENTS FOR THE PARKING OF MOTOR VEHICLES, PEDESTRIAN TRAVEL, INGRESS AND EGRESS OVER PARCELS 1 THROUGH 5 OF PARCEL MAP NO. 12737, AS PER MAP FILED IN BOOK 131, PAGE 86 OF PARCEL MAPS AS DESCRIBED IN THAT CERTAIN PARKING FACILITY OPERATION AND EASEMENT AGREEMENT RECORDED MARCH 20, 1981 AS INSTRUMENT NO. 81-283290, AS AMENDED BY THAT CERTAIN FIRST AMENDMENT TO PARKING FACILITY OPERATION AND EASEMENT AGREEMENT RECORDED FEBRUARY 3, 1997 AS INSTRUMENT NO 97-177028, BOTH OF OFFICIAL RECORDS OF SAID COUNTY.

OWNER/SUBDIVIDER:

LA SERNA PARTNERS, LP
4100 Newport Place, Suite 790
Newport Beach, CA 92660
Office: (949) 333-6752

ENGINEER INFORMATION:

C&V Consulting, Inc.
9830 Irvine Center Drive
Irvine, California 92618
Office: (949) 916-3800

SITE ADDRESS:

9829 LA SERNA DRIVE
WHITTIER, CA

ASSESSOR'S PARCEL NUMBERS:

PARCEL 1 APN: 8224-017-022
PARCEL 2 APN: 8224-017-023

BENCHMARK STATEMENT:

LOS ANGELES COUNTY BENCHMARK NO. 10250
ELEV: 266.653 (NAVD88)
DESCRIBED AS: L&BR IN S CB 300MM(1FT) E/O BCR @ SE COR WHITTIER BLVD & COLE RD. (TABLE A-5)

PROJECT SUMMARY:

TOTAL UNITS: 42 UNITS

• (8)	PLAN 1:	+/- 1,355 S.F.
• (8)	PLAN 2:	+/- 1,497 S.F.
• (14)	PLAN 3:	+/- 1,419 S.F.
• (7)	PLAN 4:	+/- 1,604 S.F.
• (3)	PLAN 4X:	+/- 1,859 S.F.
• (1)	PLAN 4Y:	+/- 1,991 S.F.
• (1)	PLAN 4Z:	+/- 1,859 S.F.

FLOOD ZONE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X – AREA OF MINIMAL FLOOD HAZARD" PER FEMA MAP NO. 06037C1835F, A PRINTED PANEL, EFFECTIVE SEPTEMBER 26, 2008 (TABLE A-3).

AVERAGE SLOPE:

S=100I/A
I=CONTOUR INTERVAL=1 FT
L=SUMMATION OF LENGTH OF CONTOURS=3,641 FT
A=SITE AREA=80,237 SF
S=100(1)(3,641)/80,237=4.5% AVERAGE SLOPE

UTILITY PURVEYORS:

SEWER
LOS ANGELES COUNTY SANITATION DISTRICT
(562) 699-7411

WATER
SOUTHWEST WATER COMPANY
(562) 944-8219

STORM DRAIN
LOS ANGELES FLOOD CONTROL DISTRICT
333 W OCEAN BLVD

ELECTRICITY
SOUTHERN CALIFORNIA EDISON CO.
(800) 655-4555

GAS
SOUTHERN CALIFORNIA GAS CO.
(877) 238-0092

CABLE
CHARTER COMMUNICATIONS
(888) 438-2427

FRONTIER COMMUNICATIONS
(866) 248-8956

LEGEND:

AP	ANGLE POINT	PKWY	PARKWAY
ASPH	ASPHALT PAVEMENT	℄	PROPERTY LINE
BC	BUILDING CORNER	PP	POWER POLE
BEG	BEGIN	RET	RETAINING
BO	BLOW-OFF VALVE	SS	SANITARY SEWER
BLDG	BUILDING	SSMH	SANITARY SEWER MANHOLE
BW	BLOCK WALL	TE	TRASH ENCLOSURE
CB	CATCH BASIN	TF	TRANSFORMER
CF	CURB FACE	WF	WOOD FENCE
CLF	CHAIN LINK FENCE	WL	WALL
CMF	CORRUGATED METAL FENCE	WM	WATER METER
CONC	CONCRETE PAVEMENT	V	VALVE
DI	DRAIN INLET	VF	VINYL FENCE
DED	DEDICATION	IN P/L	INSIDE PROPERTY LINE
DW	DOMESTIC WATER	OUT P/L	OUTSIDE PROPERTY LINE
EP	EDGE OF PAVEMENT	N/F	NORTH FACE
ECF	EDGE OF CURB FACE	S/F	SOUTH FACE
FH	FIRE HYDRANT	E/F	EAST FACE
GM	GAS METER	W/F	WEST FACE
Hr	HEIGHT OF RETAINING		
LS	LANDSCAPING		

SYMBOLS:

BO	BLOW-OFF VALVE
DI	DRAIN INLET
FH	FIRE HYDRANT
	LIGHT STANDARD
	STORM DRAIN MANHOLE
	SANITARY SEWER MANHOLE
	SIGN POST
GM	GAS METER
WM	WATER METER
V	UTILITY VALVE
	UTILITY/POWER POLE
	BLOCK/RETAINING SCREEN WALL
	BLOCK/RETAINING LOW WALL
	PLANTER/DECORATIVE WALL
	OVERHEAD WIRE
	EDGE OF ASPHALT PAVEMENT
	WOOD/WROUGHT IRON FENCE
	CHAIN LINK FENCE
	DIRECTION OF FLOW
93	MINOR CONTOUR (1' INTERVAL)
100	MAJOR CONTOUR (5' INTERVAL)
×91.5	SPOT ELEVATION
	ADA PATH OF TRAVEL

SCALE: 1" = 30'
0 15 30 60

EXISTING EASEMENTS NOTES:

TITLE INFORMATION:
THE FOLLOWING TITLE INFORMATION WAS DERIVED FROM AN AMENDED PRELIMINARY REPORT ISSUED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NO.: 989-30038582-A-SG4 DATED OCTOBER 21, 2019 AT 7:30 A.M., AMENDED: NOVEMBER 14, 2019, AMENDMENT NO. A

(#) DENOTES PLOTTED ITEM.

2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: PIPELINES
RECORDING DATE:SEPTEMBER 4, 1928
RECORDING NO: 1231, BOOK 7255, PAGE 126 OF OFFICIAL RECORDS
AND RECORDING DATE: APRIL 29 1939
AND RECORDING NO: 738, BOOK 16616, PAGE 30 OF OFFICIAL RECORDS
(EASEMENT LOCATION IS INDETERMINATE FROM RECORD INFORMATION)

3 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE:NOVEMBER 1, 1977
RECORDING NO: 77-1211191 OF OFFICIAL RECORDS

4 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: GENERAL TELEPHONE COMPANY OF CALIFORNIA
PURPOSE: PUBLIC UTILITIES
RECORDING DATE:MARCH 8, 1978
RECORDING NO: 78-249510 OF OFFICIAL RECORDS

5 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: GTE CALIFORNIA, INCORPORATED, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 8, 1989
RECORDING NO: 89-733992 OF OFFICIAL RECORDS

PROPOSED EASEMENT NOTES:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SERVICE VEHICLES

[B] INDICATES AN EASEMENT FOR PUBLIC UTILITIES (PUE)

LAND USE SUMMARY:

GROSS AREA: 1.842 AC±
TOTAL PROPOSED LOTS: 1
TOTAL PROPOSED DWELLING UNITS: 42 TOWNHOMES

EARTHWORK SUMMARY:

RAW CUT:	2,474 CY
RAW FILL:	474 CY
TOTAL CUT:	2,000 CY

SHEET INDEX

SHEET NO.	
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	PRELIMINARY GRADING PLAN
SHEET 3	PRELIMINARY UTILITY PLAN
SHEET 4	FIRE ACCESS & HYDRANT LOCATION PLAN

CITY OF WHITTIER
PUBLIC WORKS DEPARTMENT
13230 PENN STREET
WHITTIER, CA 90602-1716
TEL. (562) 567-9500

NO.	DATE	BY	DESCRIPTION	APPROVED

REVISIONS

CONSULTANT INFORMATION :
C&V CONSULTING, INC.
9830 IRVINE CENTER DR.
IRVINE, CA., 92618
949-916-3800
CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING

REVIEWED BY : DATE : _____

CONSULTANTS

PREPARED BY :
REGISTERED PROFESSIONAL ENGINEER RYAN J. BITTNER No. 68167 CIVIL STATE OF CALIFORNIA
10/27/2021
DATE

ENGINEER

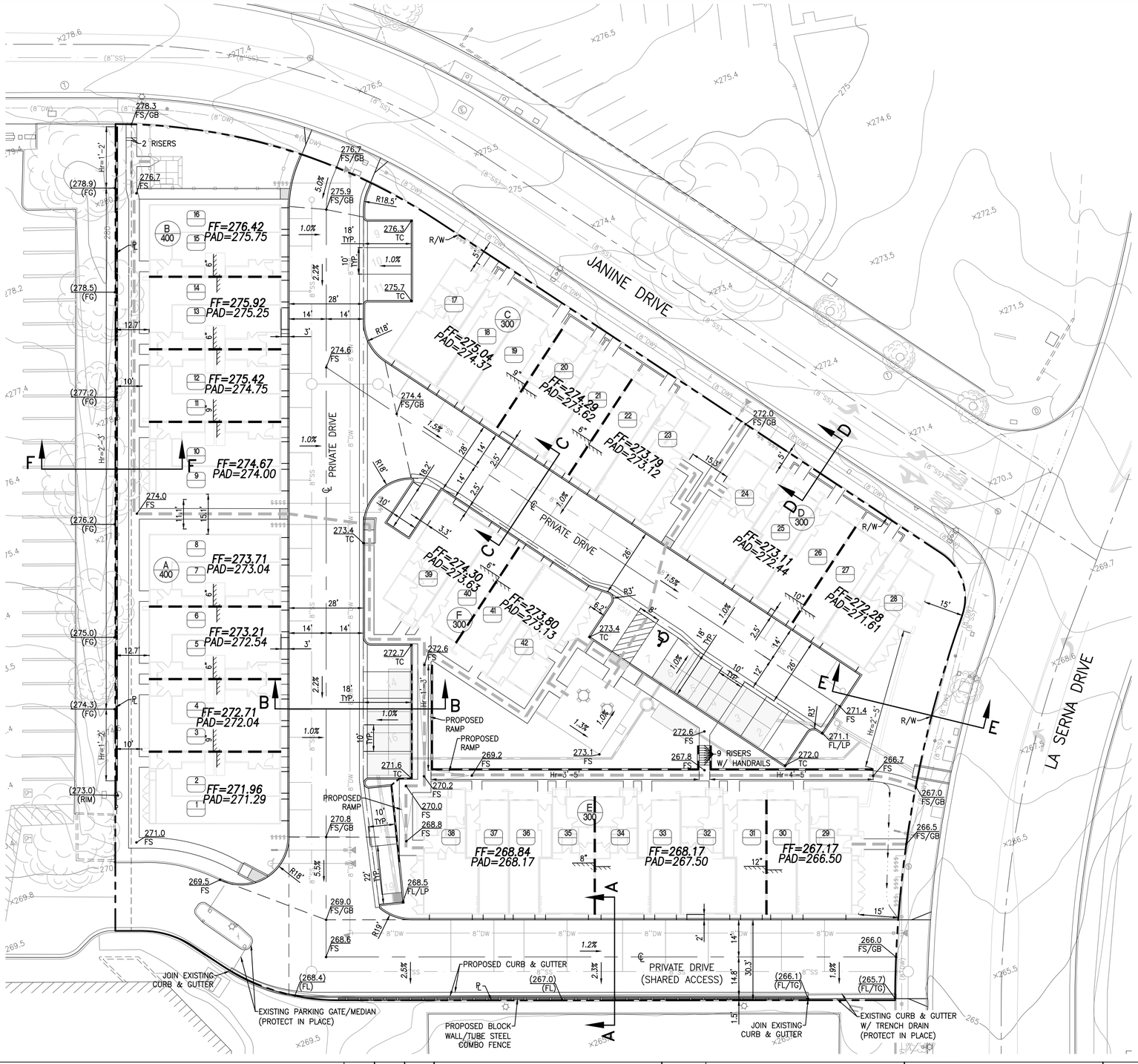
REFERENCE:
WF- S-
P- SD-
PROJECT FILE:
APPROVED BY:
KYLE CASON
INTERIM DIRECTOR
DATE

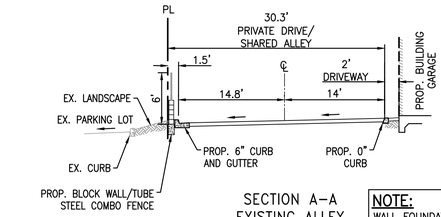
ENGINEERING DIVISION

TENTATIVE TRACT MAP
TENTATIVE TRACT NO. 83435
9829 LA SERNA DRIVE.
WHITTIER, CALIFORNIA

DESIGNED BY : MM
DRAWN BY : DA
CHECKED BY : RB
CONSULTANT JOB/SHEET NO.
DWG. NO.
SHT 1 OF 4 SHTS

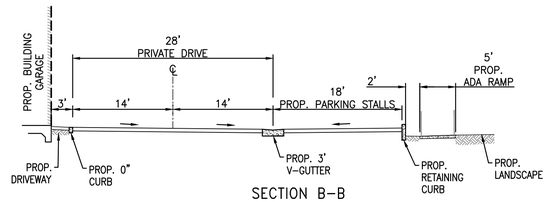
DATE PLOTTED: October-27-2021
P:\MM\ISS-001\dwg\Sheets\TTM\TTM-01-TITLE.dwg



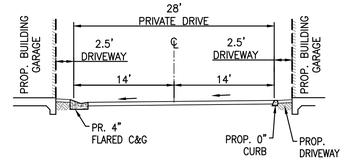


SECTION A–A
EXISTING ALLEY
NOT TO SCALE

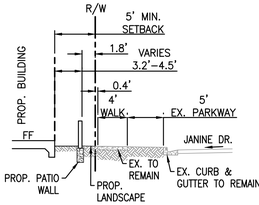
NOTE:
WALL FOUNDATIONS SHALL BE DESIGNED TO CITY OF WHITTIER STANDARDS



SECTION B–B
PROPOSED DRIVE
NOT TO SCALE

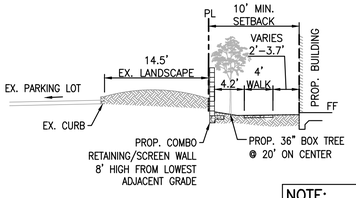


SECTION C–C
PROPOSED DRIVE
NOT TO SCALE



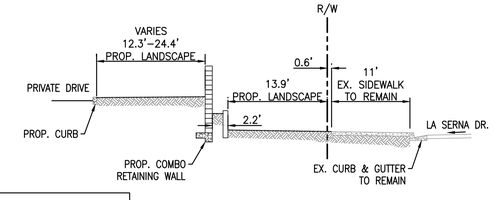
SECTION D–D
NORTHERN PROPERTY LINE
NOT TO SCALE

NOTE:
WALL FOUNDATIONS SHALL BE DESIGNED TO CITY OF WHITTIER STANDARDS



SECTION F–F
WESTERN PROPERTY LINE
NOT TO SCALE

NOTE:
WALL FOUNDATIONS SHALL BE DESIGNED TO CITY OF WHITTIER STANDARDS



SECTION E–E
EASTERN PROPERTY LINE
NOT TO SCALE

NOTE:
WALL FOUNDATIONS SHALL BE DESIGNED TO CITY OF WHITTIER STANDARDS

1" = 20'
0 10 20 40

CITY OF WHITTIER

PUBLIC WORKS DEPARTMENT

13230 PENN STREET
WHITTIER, CA 90602-1716
TEL. (562) 567-9500

NO.	DATE	BY	DESCRIPTION	APPROVED

REVISIONS

CONSULTANT INFORMATION :

C&V CONSULTING, INC.
9830 IRVINE CENTER DR.
IRVINE, CA., 92618
949-916-3800

C&V CONSULTING, INC.
CIVIL ENGINEERING
LAND PLANNING & SURVEYING

REVIEWED BY : DATE : _____

CONSULTANTS

PREPARED BY :

REGISTERED PROFESSIONAL ENGINEER
RYAN J. BITTNER
No. 68167
CIVIL
STATE OF CALIFORNIA

10/27/2021
DATE

ENGINEER

REFERENCE:
WF- S-
P- SD-

PROJECT FILE:

APPROVED BY:

KYLE CASON
INTERIM DIRECTOR

DATE

ENGINEERING DIVISION

PRELIMINARY GRADING PLAN
TENTATIVE TRACT NO. 83435
9829 LA SERNA DRIVE.
WHITTIER, CALIFORNIA

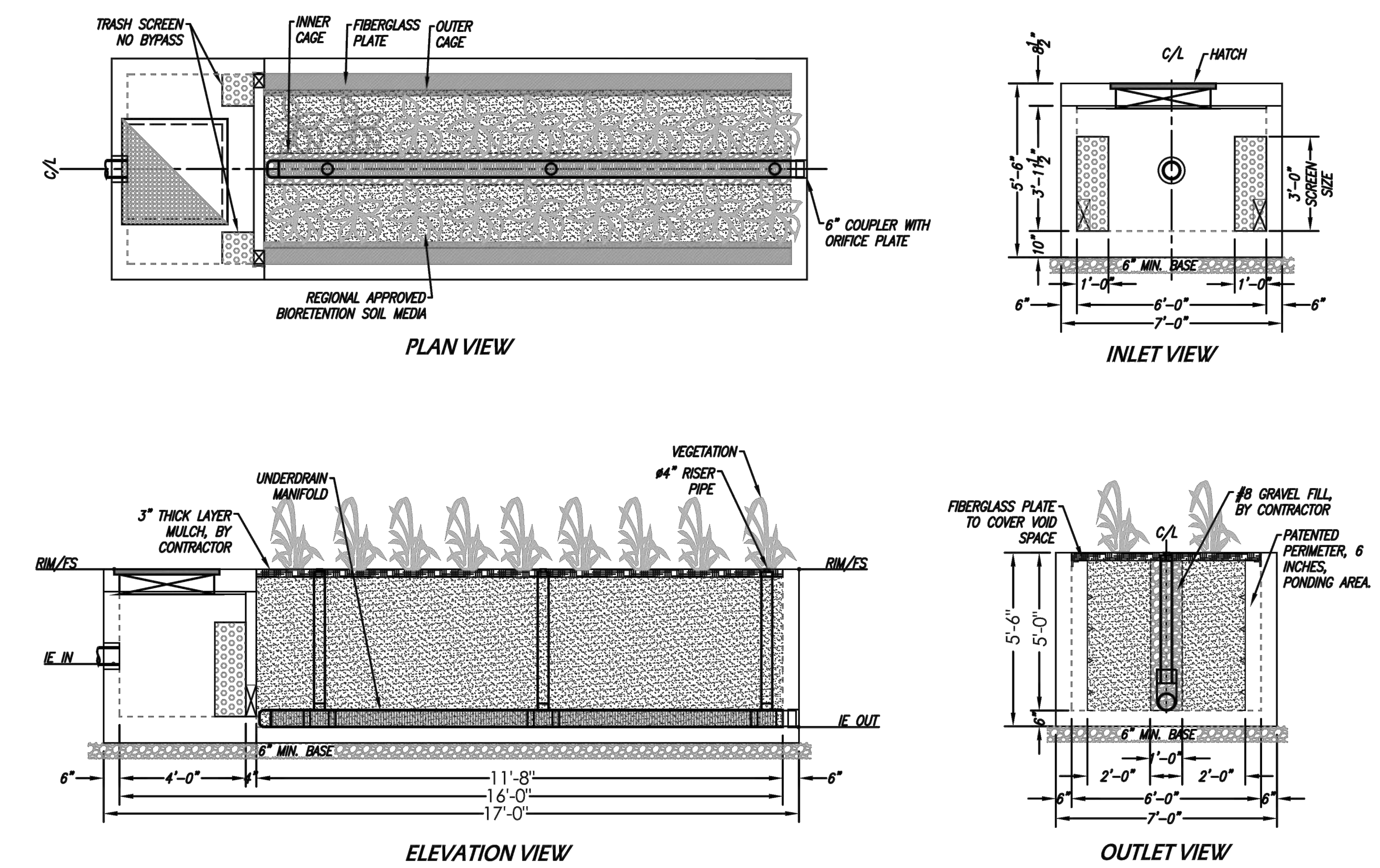
DESIGNED BY : MM
DRAWN BY : DA
CHECKED BY : RB
CONSULTANT JOB/SHEET NO.
DWG. NO.
SHT 2 OF 4 SHTS

DATE PLOTTED: October-27-2021

P:\MM\SS-001\dwg\Sheets\TTM\TTM-02-GRD.dwg

PROPOSED EASEMENTS:

B INDICATES AN EASEMENT FOR PUBLIC UTILITIES (PUE)



WETLANDMOD STORMWATER BIOFILTRATION SYSTEM

TO BE MAINTAINED BY THE HOA
N.T.S.

NOTE: FOR ADDITIONAL DETAILS, SPECIFICATIONS, AND CALCULATIONS PLEASE REFER TO LOW IMPACT DEVELOPMENT (LID) PLAN

SCALE: 1" = 20'

0 10 20 40

P:\MIMISS-001\dwg\Sheets\TTM\TTM-03-UTIL.dwg

CITY OF WHITTIER

PUBLIC WORKS DEPARTMENT

13230 PENN STREET
WHITTIER, CA 90602-1716
TEL. (562) 567-9500

NO.	DATE	BY	DESCRIPTION	APPROVED

REVISIONS

CONSULTANT INFORMATION :

C&V CONSULTING, INC.
9830 IRVINE CENTER DR.
IRVINE, CA., 92618
949-916-3800

C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING

REVIEWED BY : DATE : ________

CONSULTANTS

PREPARED BY :

REGISTERED PROFESSIONAL ENGINEER RYAN J. BITTNER No. 68167 CIVIL STATE OF CALIFORNIA

10/27/2021
DATE

ENGINEER

REFERENCE:
WF- S-
P- SD-

PROJECT FILE:

APPROVED BY:

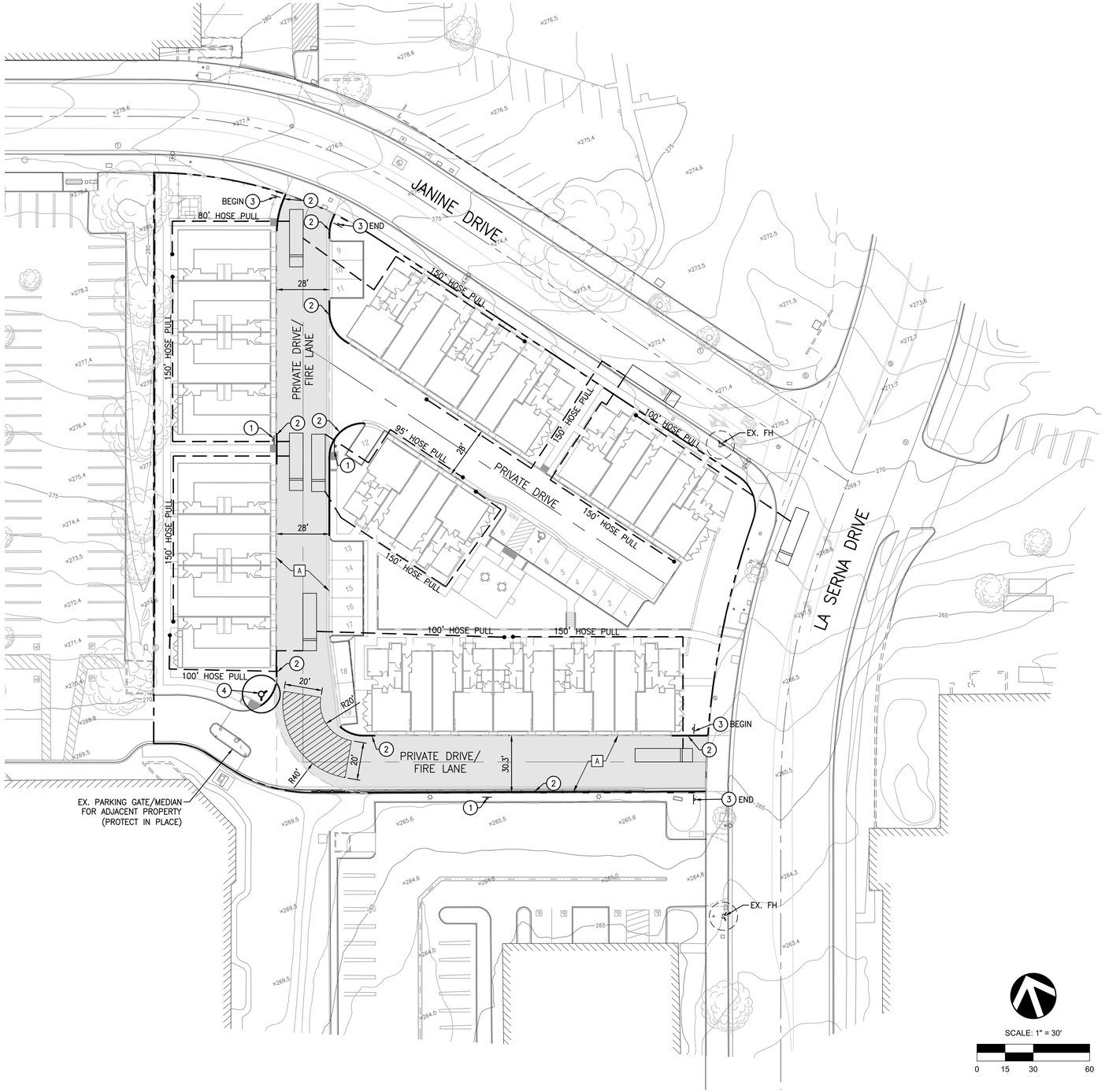
KYLE CASON
INTERIM DIRECTOR
DATE

ENGINEERING DIVISION

PRELIMINARY UTILITY PLAN
TENTATIVE TRACT NO. 83435
9829 LA SERNA DRIVE.
WHITTIER, CALIFORNIA

DESIGNED BY : MM
DRAWN BY : DA
CHECKED BY : RB
CONSULTANT JOB/SHEET NO.
DWG. NO.
SHT 3 OF 4 SHTS

DATE PLOTTED: October-27-2021



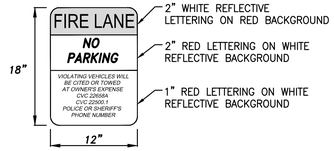
SCALE: 1" = 30'

0 15 30 60

LEGEND

- EXISTING STREET LIGHT
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE TRUCK ACCESS
- HOSE PULL
- PROPERTY LINE
- RED CURB STRIPING

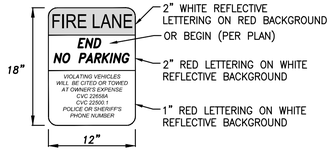
FH	FIRE HYDRANT
PR.	PROPOSED
EX	EXISTING
PL	PROPERTY LINE
R/W	RIGHT OF WAY
TYP.	TYPICAL



ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

1 **NO PARKING SIGN**
NOT TO SCALE



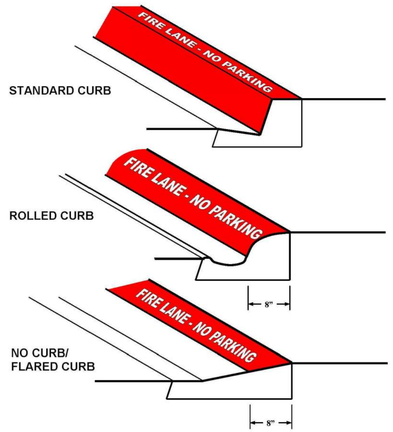
ALL SIGN AND LETTERING DIMENSIONS ARE MINIMUMS.

SIGNS SHALL BE SECURELY MOUNTED FACING THE DIRECTION OF TRAVEL AND CLEARLY VISIBLE TO ONCOMING TRAFFIC ENTERING THE DESIGNATED AREA. SIGNS SHALL BE MADE OF DURABLE MATERIAL.

3 **BEGIN & END NO PARKING SIGN OR BEGIN (PER PLAN)**
NOT TO SCALE

ATTACHMENT 9

Fire Lane Identification – Red Curbs



1. Fire lane entrance sign(s) shall also be provided per Attachment 10 or 11.
2. Curbs shall be painted OSHA safety red.
3. "FIRE LANE – NO PARKING" shall be painted on top of curb in 3" white lettering at a spacing of 30' on center or portion thereof.

1. CURBS SHALL BE PAINTED RED
2. "FIRE LANE – NO PARKING" SHALL BE PAINTED ON TOP OF CURB IN 3" WHITE LETTERING AT A SPACING OF 30' ON CENTER OR PORTION THEREOF.

2 **RED CURB PAVEMENT MARKING**
NOT TO SCALE

CONSTRUCTION NOTES:

1. INSTALL "FIRE LANE" SIGN PER DETAIL 1 HEREON.
2. FIRE LANE IDENTIFICATION–RED CURBS PER DETAIL 2 HEREON.
3. INSTALL "FIRE LANE" SIGN BEGIN OR END PER DETAIL 3 HEREON.
4. PROPOSED FIRE HYDRANT LOCATION

PROJECT GENERAL NOTES:

1. ALL FIRE ACCESS LANES MEET LACoFD MINIMUM REQUIREMENTS 18' & 46' RADII.

2. THIS PROJECT DOES NOT HAVE ANY FUEL MODIFICATION OR WILD LAND EXPOSURES AND IS NOT IN A VERY HIGH FIRE HAZARD ZONE.

3. THIS PROJECT IS DESIGNED IN CONFORMANCE WITH THE CBC, 2013 EDITION.

4. ALL FIRE ACCESS ROADS SHALL BE ALL WEATHER, MEET THE CRITERIA OF AN ALL WEATHER DRIVING SURFACE AND COMPLY WITH LACoFD GUIDELINE FOR FIRE APPARATUS ROADS.

5. LARGEST BUILDING SQ. FOOTAGE = 15,625 SQ. FT.

6. BUILDINGS ARE DESIGNATED TYPE–VA.

7. BUILDING OCCUPANCIES ARE R–2 FOR ATTACHED MULTI–FAMILY UNITS.

8 THE BUILDING HEIGHTS ARE APPROXIMATELY 36'–4" MAX.

9. ALL R–2 BUILDINGS WILL BE SPRINKLERED PER NFPA–13.

10. BUILDING ADDRESS NUMBER SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE NUMBERS SHALL BE A MINIMUM 4 INCHES HIGH, 1 INCH WIDE WITH A 1/2 INCH STROKE. FOR BUILDINGS SET BACK MORE THAN 150 FEET FROM THE STREET, THE NUMBERS SHALL BE A MINIMUM 5 INCHES HIGH, 2 INCHES WIDE WITH A 1/2 INCH STROKE. FIRE CODE 908.4.4.

11. A KEY BOX SHALL BE PROVIDED AT THE MAIN ENTRANCE, IN ACCORDANCE WITH FIRE CODE 902.4, AND AS SET FORTH IN FIRE DEPARTMENT REGULATION 5.

12. THE REQUIRED FIRE FLOW FOR PUBLIC FIRE HYDRANTS AT THIS LOCATION IS 4,000 GALLONS PER MINUTE, AT 20 PSI RESIDUAL PRESSURE, FOR A DURATION OF 4 HOURS OVER AND ABOVE MAXIMUM DAILY DOMESTIC DEMAND. FIRE CODE 507.3 AND APPENDIX B105.1.

THE REQUIRED FIRE FLOW FOR ON–SITE PRIVATE FIRE HYDRANTS AT THIS LOCATION IS 1,250 GPM AT 20 PSI RESIDUAL PRESSURE FOR 2 HOURS. ONE (1) ON–SITE FIRE HYDRANTS FLOWING MAY BE USED TO ACHIEVED THE REQUIRED FLOW.

1. ALL FIRE HYDRANTS SHALL MEASURE 6"X4"X2–1/2", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL; AND SHALL BE INSTALLED IN COMPLIANCE WITH FIRE DEPARTMENT REGULATION 8. FIRE CODE 903.2.1

2. ALL ON–SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 1001.4

3. THE INSPECTION, HYDROSTATIC TEST AND FLUSHING OF THE UNDERGROUND FIRE PROTECTION PIPING SHALL BE WITNESSED BY AN AUTHORIZED FIRE DEPARTMENT REPRESENTATIVE AND NO UNDERGROUND PIPING OR THRUST BLOCKS SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NOT LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS. FIRE CODE 1001.4

PROPOSED EASEMENTS

A INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SERVICE VEHICLES

CITY OF WHITTIER

PUBLIC WORKS DEPARTMENT

13230 PENN STREET
WHITTIER, CA 90602-1716
TEL. (562) 567-9500

NO.	DATE	BY	DESCRIPTION	APPROVED

REVISIONS

CONSULTANT INFORMATION :
C&V CONSULTING, INC.
9830 IRVINE CENTER DR.
IRVINE, CA., 92618
949-916-3800

C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING

REVIEWED BY : DATE : _____

CONSULTANTS

PREPARED BY :

REGISTERED PROFESSIONAL ENGINEER RYAN J. BITTNER No. 68167 CIVIL STATE OF CALIFORNIA

10/27/2021
DATE

ENGINEER

REFERENCE:
WF- S-
P- SD-

PROJECT FILE:

APPROVED BY:

KYLE CASON
INTERIM DIRECTOR
DATE

ENGINEERING DIVISION

PRELIMINARY FIRE ACCESS
TENTATIVE TRACT NO. 83435
9829 LA SERNA DRIVE.
WHITTIER, CALIFORNIA

DESIGNED BY : MM
DRAWN BY : DA
CHECKED BY : RB
CONSULTANT JOB/SHEET NO.
DWG. NO.
SHT 4 OF 4 SHTS

DATE PLOTTED: October-27-2021

P:\MM\SS-001\dwg\Sheets\TTM\TTM-04-FA.dwg

La Serna Townhomes 10/18/2021

Units	Back-to-Backs Plan 1A		Back-to-Backs Plan 1B		Bldgs A & B Plan 2		Standard Townhomes Bldgs C, D, E, & F Plan 3		Plan 4		Plan 4x (4-ADA)		Plan 4y		Plan 4z (1-ADA)		
	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Net	Gross	Total
Lev 3	497	632	497	632	649	734	607	647	587	620	683	742	766	820	683	742	
Lev 2	536	627	536	627	579	667	645	680	589	629	658	711	683	738	658	711	
Lev 1	249	279	68	81	82	97	83	92	336	355	341	406	365	433	341	406	
Total	1282	1538	1101	1340	1310	1498	1335	1419	1512	1604	1682	1859	1814	1991	1682	1859	
Count	4		4		8		14		6		4		1		1		42
Mix	9.5%		9.5%		19.0%		33.3%		14.3%		9.5%		2.4%		2.4%		
Ttl Area	5,128	6,152	4,404	5,360	10,480	11,984	18,690	19,866	9,072	9,624	6,728	7,436	1,814	1,991	1,682	1,859	

Ttl Net	57,998	Avg Net	1,381
Ttl Gross	64,272	Avg Gross	1,530

Parking	Back-to-Backs Plan 1A		Back-to-Backs Plan 1B		Plan 2		Standard Townhomes Plan 3		Plan 4		Plan 4x (4-ADA)		Plan 4y		Plan 4z (1-ADA)		
# Bdrm	2		2		3		3		3		3		3		3		Total
Count	4		4		8		14		6		4		1		1		42
REQUIRED	Rate	Reqd	Rate	Reqd	Rate	Reqd	Rate	Reqd	Rate	Reqd	Rate	Reqd	Rate	Reqd	Rate	Reqd	
Rate	2.00	8.00	2.00	8.00	2.25	18.00	2.25	31.50	2.25	13.50	2.25	9.00	2.25	2.25	2.25	2.25	93
Guest	0.25	1.00	0.25	1.00	0.25	2.00	0.25	3.50	0.25	1.50	0.25	1.00	0.25	0.25	0.25	0.25	11
Ttl Reqd																	103
PROVIDED																	
Garage	2	8	2	8	2	16	2	28	2	12	2	8	2	2	2	2	84
On-Site	Open 17	HC 1			EVCS 1												19
TOTAL	17	1			1												103

Open Space	Back-to-Backs Plan 1		Standard Townhomes Plan 3		Plan 4		Plan 4x (4-ADA)		Plan 4y		Plan 4z (1-ADA)		
Private													
Count	8	8	14		6		4		1		1		
Balcony Area	71	72	72		103		120		108		120		
Total Area	568	576	1008		618		480		108		120		3478
											Average		82.81

Janine Dr. Patios	Bldg D			Bldg C				
Bldgs C & D	134	134	134	134	101	134	134	Janine Patios Total 1039

Total Private	4517	
Avg Private	107.548	

Common		
REQUIRED	150 SF/Unit	6,300 Reqd
PROVIDED		
Central Rec		6,562
Dog Park		1,714
Res Entry Paseo		3,082
South yard		1,317
Total		12,675 Prov'd

PROJECT SUMMARY

Address: 9829 La Serna Drive
Whittier, CA 90605
APN: 8224-017-023; 8224-017-022
Total Site Area: 1.842 Ac 80,250 SF
Total Units: 42
Stories: 3
Parking: 84 Garage spaces
19 Surface spaces
Total 103 spaces
Open space: See Table Above
Common
Balconies & Private
Courtyard on Janine Drive Private
Front Yard Open Space
Lot Coverage: 39.2%

ZONING SUMMARY

Existing Zoning: Specific Plan-Whittier Blvd. Shopping Clusters
Proposed Zoning: Specific Plan-Whittier Blvd. Shopping Clusters
Max. Density: 40 du/ac
Proposed Density: 22.8 du/ac

Building Setbacks:
Front Yard: 0'-0"
Street Side Yard: 5' min.; 10' max.
Rear 10'-0" min.
Interior Side Yard 5' min.
Max. Building Height: 55'-0" and 4 stories
FAR 1.5 Max 0.80 For Living Area
1.04 For Living + Garage

BUILDING INFORMATION

Occupancy Type: R2
Construction Type: VA
Fire Sprinkler: NFPA 13
Building Height: 36'-4" Max at highest ridge
2019 Cal Green (California Green Building Code)

VICINITY MAP

SP.1

ARCHITECTS . PLANNERS . DESIGNERS
WHA
ORANGE COUNTY . LOS ANGELES . BAY AREA

CONCEPTUAL DESIGN
0 10 20 40
02-14-22 | 2020013 | WHA.

CONCEPTUAL SITE PLAN
LA SERNA TOWNHOMES
WHITTIER, CA

MISSION PACIFIC INVESTORS