

**Draft Initial Study and Notice of Intent to Adopt
a Mitigated Negative Declaration for the
Golden Oaks Senior Living Housing Project
in the City of Whittier, County of Los Angeles, California**



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

February 16, 2023

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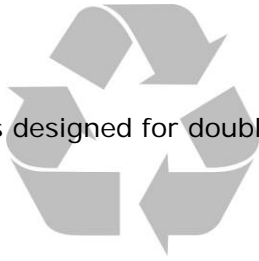


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1 Introduction

The City of Whittier (Lead Agency) received applications for a Zone Change, a Precise Plan and a Development Review Permit from Golden Oaks Senior Living Limited Partnership (property owner) as represented by Pickard Architects (Applicant) for the development and operation of a new 25-unit, two-story senior citizen housing 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 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The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then.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.

Introduction

- 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:

Ellen Fitzgerald, Principal Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772

O: 562-567-9320 F: 562-567-2872
efitzgerald@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 City Council 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:

Ellen Fitzgerald, Principal Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
efitzgerald@cityofwhittier.org

2 Project Description

2.1 – Project Title

Golden Oaks Senior Living, a new 25-unit Senior Citizen Apartment 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

Ellen Fitzgerald, Principal 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 Route 605, which is located near the City's western boundary.

The 0.47-acre project encompasses one parcel of land with an Assessor's Identification Number (AIN) of 8174-041-028; see Figure 2, Vicinity Map. The existing addresses are 6012, 6014, 6016 and 6018 Norwalk Boulevard, Whittier, CA 90606 in Los Angeles County, California. The property is located at the east side of Norwalk Boulevard, between Whittier Boulevard (State Route 72) to the north and Rincon Drive to the south in a mixed retail and residential area of Whittier. Area landmarks include north-south trending Interstate 605 and the San Gabriel River approximately ¼ and ½ mile west of the property, respectively, and West Whittier Elementary School ¼ mile to the southwest. The parcel has property frontage on Norwalk Boulevard and an abutting unnamed alley to the east and south. The latitude and longitude is 33° 59' 21.01" North and 118° 03' 50.74" West. The parcel is within Township 2 South and Range 11 West of the San Bernardino Base and Meridian.

2.5 – Project Sponsor's Name and Address

Owner: Golden Oaks Senior Living Limited Partnership
1975 No. Batavia Street
Orange, CA 92865

Applicant: Pickard Architects
13215 Penn Street, Suite 300
Whittier, CA 90602

Figure 1 Regional Context

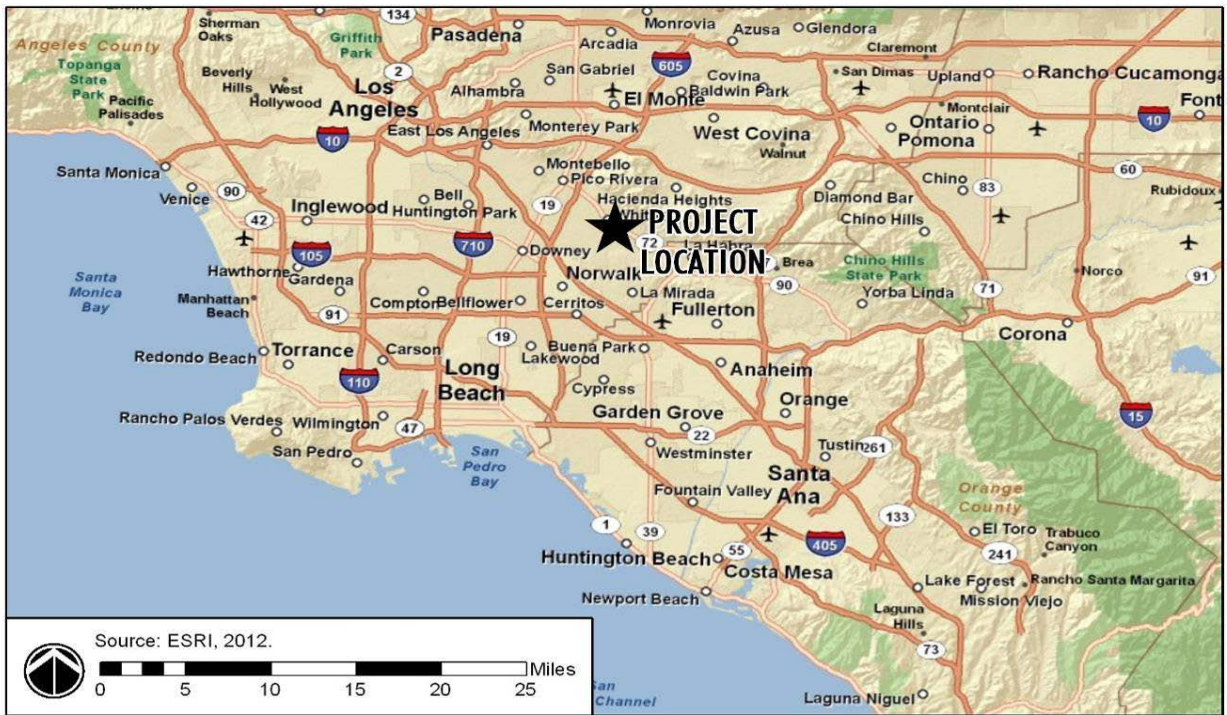


Figure 2 Vicinity Map



Google Earth, 2022

Project Description

2.6 – General Plan Land Use Designation

The Envision Whittier General Plan Land Use Map designates the project site as CG (General Commercial) with Housing Overlay. It allows for a density of 25 dwelling units per acre, a population density of up to 75 pp/ac, an intensity of 0.75 floor area ratio and a maximum height of 40 feet.

2.7 – Zoning

The project site is zoned C-2 (General Commercial). The applicant is proposing a Zone Change to C-O (Commercial Office)-PD (Planned Development).

2.8 – Project Description

Zone Change No. ZCG21-0001 is a request to change the existing C-2 (General Commercial) zoning to C-O (Office Commercial)-PD (Planned Development) zone.

Precise Plan No. PPD23-0001 is an application to authorize a senior citizen housing development.

Development Review No. DRP21-0039: A request for a new 25-unit senior citizen residential project.

BACKGROUND

The total 0.47-acre property consists of three free standing buildings, two at the north side (6012, 6014 and 6016 Norwalk Boulevard) and one at the southwest corner of the property (6018 Norwalk Boulevard). Asphalt paved parking areas and driveways comprise the remainder of the property parcel. Research performed during the Phase 1 Environmental Site Assessment investigation indicates the general use (retail/residential) at each property address since roughly 1963 to present (50+ years). More detailed descriptions by property address are as follows:

6012 and 6014 Norwalk Boulevard Site History

A single-story square-shaped building measuring roughly 1,200 square feet was built in 1962. The structure has historically used two separate addresses consisting of 6012 and 6014 Norwalk Boulevard. The north side of the building approximately 625 square feet (6012 Norwalk Boulevard) was formerly an office, a travel agency and floral shop (Mystic Flowers). The south side of the building approximately 575 square feet (6014 Norwalk Boulevard) was formerly used as a dry cleaner, a barber shop and smoke shop. Sloan's Dry Cleaner occupied the building from 1962 to 1993. The owner's representative asserted that the dry cleaner was a drop-off/pick-up site only and no actual dry cleaning was performed at the property. The barber shop (Alex) was at the building from 2005 to 2014. The retail smoke shop (Smoke Break Shop) was in business from approximately 2021 to 2022. Interior improvements include linoleum flooring, acoustic ceiling, and fluorescent lighting. Building construction appears to be wood framing, stucco exterior, and glass pane windows and a canopy overhang at the north side of the building along Norwalk Boulevard. Asphalt paved customer parking is available at the north and west sides of the building.

6016 Norwalk Boulevard Site History

A single-story, rectangular-shaped building on the property parcel measures approximately 5,000 square feet. It was built in 1962 and consists of eight separate apartments (A through H) and a small laundry room. This building appears to be wood framed with stucco exterior construction. The original permits for the building reference it being an auto court (motel) and office. Directory records list the address with multiple individual names from 1966 to 2014. At some point, the motel was converted to individual apartments. Interior improvements consist of materials such as carpet and linoleum flooring, sheet rock walls and acoustic ceilings. A large asphalt paved tenant parking lot exists at the approximately center of the property parcel.

6018 Norwalk Boulevard Site History

A two-story, rectangular-shaped building on the property parcel measures approximately 4,000± square feet. The structure was originally constructed in 1957 as a single-story wood frame store with stucco walls and consisted of approximately 1,250 square feet. A second-story was added in 1960 together with a 475 square foot garage and outside patio deck. In 1966, two carports (approximately 360 square feet) were constructed to the south of the main structure. Wackeens Liquor Store was identified as the primary use in 1961. In 1966, the ownership changed and the liquor store was known under the name of Bottle House Liquor. The liquor store (Bottle House Liquor) currently occupies the ground floor of the building. The second floor is a 4-bedroom, one bath apartment unit. The liquor store is built-out with linoleum floors, refrigeration units, and a glass display checkout counter. Product within the store was typical of convenience stores including myriad alcohol choices, food snacks, and various other household items. Parking for the liquor store is available at the north and west sides of the building.

PROJECT CHARACTERISTICS

Zone Change No. ZCG21-0001

The request is a change from the existing C-2 (General Commercial) zoning to C-O (Commercial Office)-(PD) (Planned Development District) to allow for the use of a senior citizen development. The PD zone district provides for a *“reasonably flexible vehicle which will provide for the controlled development”* of senior citizen housing in the C-O zone at density of one unit for each four hundred thirty-five square feet (100 units per acre) subject to the approval of a development plan (also known as a precise plan).

Precise Plan No. PPD23-0001

Precise Plan No. PPD23-0001 is the required development plan for implementation of the PD (Planned Development District) zone per Whittier Municipal Code Section 18.02.110 (Precise Plan-Administration) and Chapter 18.42-Planned Development Districts. Development of the proposed senior citizen project will be required to be in compliance with the Precise Plan. The Precise Plan is *intended to accomplish the purposes of the Whittier Municipal Code and insure the execution of the General Plan.*

Development Review No. DRP21-0039

The applicant proposes a total of 25 attached senior citizen rental units in a new two-story multi-family residential building. The proposed building, with a total of 18,000 square feet, is to be developed with apartment units, garages, an interior courtyard, a 358 square foot recreation room, and 138 square foot laundry room with four washers and four dryers. Access to the

Project Description

units and garages is provided from the courtyard. The courtyard includes covered colonnade-style entries, or a covered trellis at the front of most of the units, decorative paving, a fountain and seating areas. The building is designed as three separate structures, connected through ground floor trellis features (see Appendix A-1, Project Plans).

The applicant is proposing a Mediterranean style design. As depicted on the proposed Pickard Architect's elevations (see Appendix A-1), the two-story buildings will be finished with smooth stucco, with a primary and an accent color. The design includes split face pilasters at the north elevation with second floor shutters. There are decorative arched entry features creating a colonnade-style walkway at the north interior courtyard with columns incorporating a stone veneer base treatment. Stucco finished columns with a stone veneer base are located at the project entry and support a decorative wood trellis, creating a prominent visual focal point, in addition to the tower element. The wood trellis feature is provided throughout the interior courtyard and at the open parking spaces. Louvered faux wood shutters are provided on second floor windows, and all windows include foam trim.

There are four unit types proposed for the project. Unit type 1A will be provided on the ground floor with Unit types 2A, 2B, and 2C on the second floor. All units are designed with one bedroom and one bathroom. There are eight Unit type 1A's at 578 square feet each, eight Unit type 2A's at 579 square feet each, six Unit type 2B's at 601 square feet each and three Unit type 2C's at 627 square feet each. The north side structure contains eight apartments located on the ground floor with eight units on the second floor. The east and south side structures are designed with a total of 19 ground floor garages with 19 units located above. Each unit includes a deck or patio.

The C-O development standards require that no building or structure shall have a height in excess of thirty-five feet. The project elevations show the Mediterranean style at 24 feet and 8 inches which is compliant with the C-O standards.

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

Site Demolition & Grading

All existing buildings, signs and improvements will be demolished as part of the site preparation process. The site requires grading. The anticipated cut is approximately 600 cubic yards and the approximate fill material is 5 cubic yards requiring the export of 595 cubic yards of cut material to support the proposed development. A haul route has not been specified at this time.

Site Access

Pedestrian access will be from Norwalk Boulevard. Vehicular access to the project site will be from an unnamed 20-foot public alley on the southerly and easterly sides of the project. The access from the alley leads directly into garages 1-19.

Walls and Fences

The applicant proposes to construct a new six-foot-high wrought iron (tubular steel) fence with pilasters at the front entry. An eight-foot-high decorative block wall with cap will be required at the northerly property line to separate the residential development from the existing commercial development.

Open Space

The proposed project includes both common and private open space. The City development standard for a Planned Development per Whittier Municipal Code Section 18.42.140B requires a minimum of 150 square feet of open space per dwelling unit.

Landscaping

In Appendix A-3, Landscape Plan, it illustrates the trees, shrubs, vines and groundcover that will be installed throughout the site. The applicant is proposing to landscape approximately 2,414 square feet (0.05-acre) or approximately 11.8 percent (%) of the entire project site. There will be 11 new trees planted with this development.

Parking

The parking requirements contained in Chapter 18.48 (Off-Street Parking) of the Whittier Municipal Code (WMC) are required for the project based on the following provisions:

- 0.75 spaces for each unit for senior citizen apartment and condominiums.

The parking requirements contained in Chapter 18.42.140E (Planned Development Parking) of the Whittier Municipal Code (WMC) are based on the following provisions:

- Senior citizen housing projects must provide a minimum of one space for each three dwelling units.
- Senior citizen housing projects are granted an exception from providing guest parking.

The number of spaces provided is 22 with 19 garage spaces and three uncovered spaces, one of which is disabled accessible. The three open parking spaces located at the front of the project site off the alley near Norwalk Boulevard.

New Infrastructure

Storm Drain – Existing drainage pattern is toward the alley and out to Norwalk Boulevard. The site is mostly paved with limited vegetation. The site is relatively flat. The site was designed to drain using one drainage management area. The proposed drainage pattern will sheet flow into proposed drain inlets, and be diverted into three 6-foot diameter dry wells with a depth of 40 feet to be located beneath the disabled accessible parking space near the corner of Norwalk Boulevard and the unnamed alley. Overflow will discharge to the unnamed alley. Runoff will be treated by using dry wells able to contain the 85th percentile storm water and infiltrating it back into the ground therefore replenishing the existing groundwater.

Sanitary Sewer – Sewer collection will be accomplished by way of private sewer laterals and mains which will flow to an existing 10-inch City-owned sewer line in Norwalk Boulevard and an existing City-owned 8-inch sewer line in the unnamed alley. A Sewer Study conducted for the property (Appendix H) identified there is no capacity available because the pipes had already exceeded their depth versus pipe diameter (d/D) limit of 0.50 at peak flow. Therefore, the existing lines are currently deficient. The project will be conditioned to correct all deficiencies caused by the proposed development. The improvements shall be mitigated by the developer as approved by the City Engineer. The developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer. In addition, all new sewer and water connection and permit fees shall be paid by the developer.

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Domestic Water – Domestic water will be provided to the project by the City of Whittier through a connection to the existing 6-inch cast iron pipe in Norwalk Boulevard and distributed through a private water system to individual meters for each unit, and to a common irrigation meter. Fire sprinkler flow will be supplied by individual meters.

Streets, Circulation and Parking – Pedestrian access will be from Norwalk Boulevard, a Minor Arterial. Norwalk Boulevard is designated for a Class II Bike Path. Norwalk Transit operates Route 1 along Norwalk Boulevard with a transit stop located on the west side of Norwalk Boulevard by the Taco Bell fast-food restaurant. Vehicular access to the project site will be from an unnamed 20-foot public alley on the southerly and easterly sides of the project. A total of 19 private parking spaces accessible from the public alley will be provided for the residents. Each residential parking space will be equipped with roll-up doors. The access from the alley leads directly into garages 1-19. In addition, three uncovered spaces will be provided, including one handicap accessible parking space, at the southwest corner of the project site. The uncovered spaces will be accessible from the public alley bordering the project site. The project meets LA County Fire access standards.

Dry Utilities – The project will be served by Southern California Edison with a new underground electric distribution system which connects to the existing power lines on Norwalk Boulevard. The power lines adjacent to Norwalk Boulevard will require undergrounding as part of this project. Gas Service will be provided via SoCalGas.

Solid Waste Collection

Trash storage will be in the centralized refuse area and yard bins will be provided for green waste, organic materials, landfill, and recyclables). Service will be picked up by Athens Services (City franchisee) weekly. Residential units will be provided individual service bins.

PROJECT PHASING AND CONSTRUCTION

The proposed project will be constructed in the following phases: 1) demolition (10 days); 2) site preparation (1 day); 3) grading (2 days); 4) building construction (100 days); 5) paving (5 days); and architectural coatings (5 days). The project is anticipated to start construction in October 2023 and be completed in March 2024.

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 of 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 0.47-acre project encompasses one parcel of land with an Assessor's Identification Number (AIN) of 8174-041-028. The existing addresses are 6012, 6014, 6016 and 6018 Norwalk Boulevard, Whittier, CA 90606 in Los Angeles County, California. The property is located at the east side of Norwalk Boulevard, between Whittier Boulevard (State Route 72) to the north and

Project Description

Rincon Drive to the south in a mixed retail and residential area of Whittier. An unnamed alley provides direct access to garages 1-19.

The property is situated between approximately 178 feet above mean sea level (amsl) on land that slopes gently to the southwest. According to the State's Geotracker web site (www.geotracker.swrcb.ca.gov, Global ID T0603793017, the site is located in the north central section of the Los Angeles Basin. The Los Angeles Basin is a northwest-trending alluvial lowland plain that slopes gently south or seaward along the coast of southern California. The Basin is bound on the north by the Santa Monica Mountains and San Joaquin Hills. The basin is underlain by a structural depression, parts of which have been discontinuous deposition and continuous subsidence and mainly marine deposits over time.

The Los Angeles Basin is divided into two hydrologic basins, the West Coast and Central Basins. The boundary between these two basins is the northwest trending Newport-Inglewood Structural Zone. The property is located within the boundary of the San Gabriel River Spreading Ground of the Montebello Forebay. The upper-most water bearing aquifer located in the Montebello Forebay is the Gaspur Aquifer, which consists of recent alluvium the aquifer is encountered from ground surface to about 100 feet below grade. According to the Los Angeles Regional Water Quality Control Board (LARWQCB), the property overlies an aquifer that is used as a community water supply.

Soil encountered at the adjoining Arco case consists of dark brown to olive brown clayey silts from ground surface to 15 feet below ground surface (ft bgs). The clayey silt is reportedly underlain by an olive gray to greenish gray, silty, fine- to coarse-grained sand with poorly sorted gravels to the total depth explored of 55 ft bgs. Depth to groundwater measured approximately 60 ft at wells nearest the subject property in the adjoining alley in June 2020 with a flow direction toward the east.

The project site is currently in use with retail commercial and multi-family residential land uses. The surrounding uses, General Plan designations and Zoning classification are as shown in Table 2.9-1.

**Table 2.9-1
Surrounding Land Uses**

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	General Commercial with Housing Overlay	C-2, General Commercial	Retail and Multi-Family Residential
North	General Commercial	C-2, General Commercial	Service Station and Whittier Boulevard (SR 72)
South	Low Density Residential	R-1 Single Family Residential	Single-family Residential
East	Low Density Residential	R-1 Single Family Residential	Single-family Residential
West (unincorporated Los Angeles County)	H30 (20-30 units/acre)	R-3 Limited Density Multiple Residence	Multi-family Residential

Project Description

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 Zone Change, the authorizing Precise Plan and the 25-Unit senior citizen apartments development plan, including the subsequent construction and operations of the project. The City of Whittier is the only land use authority for this project requiring the following approvals:

- Zone Change No. ZCG21-0001: A request to change the existing C-2 (General Commercial) zoning to C-O (Office Commercial)-PD (Planned Development) zone.
- Precise Plan No. PPD23-0001: To authorize a senior citizen housing development, and
- Development Review No. DRP21-0039: A request to construct and operate a new 25-unit senior citizen residential project.

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.
- South Coast Air Quality Management District for asbestos and lead-based paint clearances.
- State Department of Toxic Substances and Control for transport of hazardous waste materials.

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.

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

3.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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: Ellen Fitzgerald, Principal Planner

Date

Determination

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?				<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<input checked="" type="checkbox"/>
c) Conflict with applicable zoning and other regulations governing scenic quality?			<input checked="" type="checkbox"/>	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare the Aesthetics section is from the following sources: aerial photographs of the project area; the *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; the California Department of Transportation, California Scenic Highway Mapping System; the City of Whittier *Municipal Code, Title 18 Zoning*; Thomas A. Bihl, Preliminary Landscape Plan dated January 26, 2022; CRF Engineering, Grading and Drainage Plan; Pickard Architects, Site Plan, Demolition Plan, Floor Plans and Elevation Set for the Golden Oaks Senior Living Project dated December 29, 2022.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area is developed. 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 and commercial land uses.

The proposed project is located on a predominately-developed site on Norwalk Boulevard within a fully urbanized area visually dominated by single-family residential and commercial land uses together with surface street features. This site is not considered to be within or to comprise a portion of a scenic vista. Demolition of the existing structures and construction of the new 25 senior citizen housing units 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 structures and construction of the new 25 senior citizen housing units. 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 project would add new 11 trees within the senior citizen residential development project.

Construction of the proposed buildings would alter the existing visual character of the site. Upon project completion, 25 senior citizen housing units will be constructed. The proposed project is similar in use and building type as existing nearby buildings on Norwalk Boulevard. The immediate surroundings of the project site are a combination of residential, and commercial uses. Surrounding buildings are generally one to two stories in height. The parcel will be enclosed with walls and fencing. 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 spaces 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?				<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				<input checked="" type="checkbox"/>
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))?				<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; and California Department of Conservation, Farmland Mapping and Monitoring Program of the California Resources Agency, Accessed online at <https://www.conservation.ca.gov/dlrp/fmmp>.

Environmental Setting

The proposed project is located in a suburban area surrounded by residential, and commercial land 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. The Envision Whittier General Plan EIR stated that there are no current Williamson Act Contract lands within the City of Whittier.

Discussion

a) **No Impact.** The proposed project will be located in a fully developed urbanized area. The *Farmland Mapping and Monitoring Program* Map prepared by the Department of Conservation does not identify the project as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The City's zoning and General Plan Land Use Element indicate that no portion of the Planning Area is specifically designated for commercial or large-scale farming or specific agricultural uses, and there are no Williamson Act contracts with the City. 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 General Commercial. 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 Envision Whittier General Plan EIR indicate that there are no forest land in the vicinity of Norwalk Boulevard. Therefore, implementation of this project will have no impact to any timberland zoning.

d) **No Impact.** The project area is 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 is 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?			<input checked="" type="checkbox"/>	
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?		<input checked="" type="checkbox"/>		
c) Expose sensitive receptors to substantial pollutant concentrations?			<input checked="" type="checkbox"/>	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; California Emissions Estimator Model[®], Version 2020.4.0, California Air Pollution Control Officers Association, May 2021; Yorke Engineering, LLC, *Air Quality and Greenhouse Gas Impacts Study for the Golden Oaks Senior Apartments in Whittier, CA* dated February 8, 2021; Yorke Engineering, LLC, *Air Quality and Greenhouse Gas Impacts Study Revisions for the Golden Oaks Senior Apartments in Whittier, CA*, dated December 21, 2021; South Coast Air Quality Management District, *2022 Air Quality Management Plan (AQMP)* adopted December 2, 2022 and the Southern California Association Of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* adopted on September 3, 2020.

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 2022 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 , the 2022 AQMP 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 2022 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 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 2020-2045 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), 2022, includes chapters on: Making Connections, About The Plan, SoCal Today, A Path To Greater Access, Mobility & Sustainability, Paying Our Way Forward, Measuring Our Progress and Looking Ahead. 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 underlying General Plan designation is General Commercial with a Housing Overlay. 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 with Mitigation Incorporated.** 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 (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM₁₀), 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-1.

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**

Maximum Daily Construction Emissions (pounds/day)							
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}	CO ₂ (e)
Unmitigated	22.72	14.87	7.87	0.04	5.74	3.11	3,893.29
SCAQMD Thresholds	75	100	550	150	150	55	-

Source: CalEEMod.2020.4.0 output in Appendix B-1, includes on-road materials delivery as well as import haul and construction crew commuting

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.

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 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-1.

**Table 4.3-2
Operational Emissions**

Maximum Daily Emissions (lbs/day)						
Activity	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources	0.45	0.20	1.74	0.00	0.43	0.12
Energy Sources	0.01	0.10	0.04	0.00	0.00	0.00
Area Sources	0.17	0.02	2.06	0.00	0.01	0.01
Total	0.63	0.32	3.84	0.00	0.44	0.13
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

Source: CalEEMod Output in Appendix B-1.

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.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Environmental analysis identified sensitive receptors near the project as adjacent residences within 25 meters of the project site boundary. To ensure mitigation of potential impacts, the project must comply with

SCAQMD rules requiring construction best practices to mitigate airborne dust, erosion, exhaust, and VOC's.

Asbestos - Construction

The project will be required to comply with the National Emission Standard for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities.

The project includes demolition of existing structures that would be subject to the National Emissions Standards for Asbestos (40CFR Part 61 Subpart M). Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos NESHAP regulations. Section 61.145 requires written notification of demolition operations. This notification should be typewritten and postmarked or delivered no later than ten (10) days prior to the beginning of the asbestos demolition or removal activity. By following the required asbestos abatement protocols, the project impact is less than significant.

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 would consist of 25 senior citizen residential units. This type of project does not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, the project impact is considered 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.

Recommended Project Design Features

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

- DF-1.** Comply with the mandatory requirements of Title 24 part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Efficiency Standards, including net zero energy requirements.

- DF-2.** Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- DF-3.** Comply with the mandatory requirements of CalRecycle’s residential recycling program and implement zero waste strategies.
- DF-4.** Provide the necessary infrastructure to support electric vehicle charging for the residential units.
- DF-5.** Use electric powered landscaping equipment for landscape maintenance.

Mitigation Measures

The following mitigation measures are recommended to help ensure the project does not expose sensitive receptors to substantial pollutant concentrations. In particular, given the close proximity of sensitive receptors, several standard dust control measures have been included as mitigation to ensure adequate enforcement and compliance.

Construction Mitigation Measures:

AIR-1: The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

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.

AIR-2: Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Whittier.

AIR-3: Construction equipment shall be maintained in proper tune.

AIR-4: Require all construction equipment to have Tier 4 low emission “clean diesel” engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

AIR-5: All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

AIR-6: Minimize the simultaneous operation of multiple construction equipment units.

AIR-7: The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

AIR-8: Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

AIR-9: Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

AIR-10: Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

AIR-11: Utilize zero VOC and low VOC paints and solvents, wherever possible.

AIR-12: Provide temporary dust barriers or construct perimeter walls during the first phase of construction.

AIR-13: The project will be required to comply with the National Emission Standard for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities.

AIR-14: The project includes demolition of existing structures that would be subject to the National Emissions Standards for Asbestos (40CFR Part 61 Subpart M). Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos NESHAP regulations. Section 61.145 requires written notification of demolition operations. This notification should be typewritten and postmarked or delivered no later than ten (10) days prior to the beginning of the asbestos demolition or removal activity.

Level of Significance After Mitigation

Air Quality impacts will be less than significant with design features and mitigation satisfied.

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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; California Department of Fish and Wildlife, 2019, *California Natural Community Conservation Plans*; California Department of Fish and Wildlife, 2023, *California Natural Diversity Database (CNDDDB)*, *RareFind 5*; United States Environmental Protection Agency, 2022, EPA Waters GeoViewer; United States Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper; US Fish & Wildlife Services, Environmental Conservation Online System; United States Fish & Wildlife Service, 2023, Environmental Conservation Online System (ECOS), Critical Habitat Mapper; and United State Fish & Wildlife Services, 2023, Habitat Conservation Plans: Summary Report.

Environmental Setting

The proposed project is located within an urbanized area, and the project area is developed.

Discussion

a) **No Impact.** Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The project site is developed. Limited 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, 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 11 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: *Envision Whittier General Plan*; and the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*.

Environmental Setting

The proposed project is located within an urbanized area, and the project area is 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 structures at 6012, 6014, 6016 and 6018 Norwalk Boulevard have not be identified as a historic resources for the purposes of the California Environmental Quality Act (CEQA) or as a historical resource as defined in the City of Whittier's Municipal Code Sections 18.84.050 and 18.84.080. With implementation of the General Plan goals and policies, as well as the existing preservation guidelines in the Whittier Municipal Code, potential impacts to historic resources by future development within the Planning Area will be less than significant. No further environmental analysis is required.

b) **Less Than Significant Impact.** The property is a developed parcel 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: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; California Emissions Estimator Model®, Version 2020.4.0,

California Air Pollution Control Officers Association, May 2021; California Building Standards Commission, 2023, California Building Standards Code (Code of Regulations, Title 24): 2022 Triennial Edition (effective January 1, 2023); California Gas and Electric Utilities, *2022 California Gas Report*; SoCalGas, Natural Gas Will Serve Letter dated January 26, 2023; Southern California Edison, Electricity Will Serve Letter dated January 3, 2023; and California Energy Commission (CEC) website, California Electricity Data, 2021 Total System Electric Generation.

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 2021 was 277,764 gigawatt-hours (GWh). California's non-CO₂ emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 49 percent of total in-state generation for 2021.

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 2021, total natural gas demand in California for industrial, residential, commercial, and electric power generation was 2,033,781 million cubic feet.

Existing Transportation Energy

According to the California Energy Commission, transportation accounts for a major portion of California's overall energy consumption and has a significant impact on air quality. It is also the single largest source of the state's greenhouse gas emissions. Since 1975, the California Energy Commission has promoted a secure, affordable, reliable, and environmentally sound transportation energy infrastructure by ensuring that the supply, production, distribution, and

price of petroleum fuels and other blending components are available to meet demand; and viable alternative, low-carbon, and renewable fuel options exist. The proposed senior citizen residential development generates transportation energy demand from vehicles traveling to and from the site. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers, vendors, and residents.

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. Vehicle miles traveled (VMT) data was used as a surrogate for energy from consumption of transportation fuels. 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, 2023).

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	394,190
Natural Gas Use	kBTU per year	396,796
Electricity Use	Kilowatt-hours per year	105,717

Source: CalEEMod runs, contained in Appendix B-1.

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, 2022). 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: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; Byer Geotechnical, Inc., *Geotechnical Engineering Exploration*,

6018 Norwalk Boulevard, Whittier, Los Angeles County, California, dated February 25, 2021; Byer Geotechnical, Inc., *Geotechnical Engineering Exploration Update, 6018 Norwalk Boulevard, Whittier, Los Angeles County, California*, dated October 14, 2021; California Department of Conservation, California Geological Survey (CGS), 2022 Data Viewer; California Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation; CRF Engineering, Grading and Drainage Plan, Low Impact Development Plan and Sewer and Water Plan; Pickard Architects, Site Plan, Demolition Plan, Floor Plans and Elevation Set for the Golden Oaks Senior Living Project, dated December 29, 2022; University of California Davis Soil Resource Laboratory, SoilWeb; United State Department of Agriculture, Natural Resources Conservation Service, *Custom Soil Resource Report for Los Angeles County, California, Southeastern Part, 6018 Norwalk, Whittier*, dated January 4, 2022 and The Reynolds Group, *Phase I Environmental Site Assessment Report, Mixed Commercial/Residential, 6014, 6016 and 6018 S. Norwalk Blvd., Whittier, California*, dated February 24, 2021.

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 very 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.

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 2022 California Building Code requires use-modified spectral accelerations and velocities for most structural designs.

The proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). The 2022 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 CGS has mapped the site within an area where historic occurrence of liquefaction or geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693 (c) would be required. Byer Geotechnical, Inc. as part of their geotechnical investigation performed further analysis on the site's liquefaction potential (see Appendix C-2). Soils data collected in Boring B2 was utilized to quantify the liquefaction potential of the site. Quantitative evaluation and screening analysis was performed to determine the depths and limits of potentially-liquefiable soil layers encountered in Boring B2 below the historic-high groundwater level. The results of liquefaction analysis indicate that the earth materials underlying the subject site are not considered susceptible to liquefaction. Adherence to all code requirements and the recommendations of the Byer's Geotechnical Engineering exploration will ensure that impacts associated with liquefaction are less than significant and no additional mitigation is required.

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 PM₁₀ 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 Regional Water Quality Control Board (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.

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 soil types on site are Ballona-Typoc Xerorthents, fine substratum complex, 0 to 5 percent slopes. There are not indicative of having clay properties and therefore have a low expansion indice. The proposed project will comply with applicable building codes that account for the possibility of expansive soils.

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.

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?			<input checked="" type="checkbox"/>	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare this section is from the following source: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021; South Coast Air Quality Management District, *2022 Air Quality Management Plan* adopted December 2, 2022; California Air Pollution Control Officers Association (CAPCOA), *Quantifying Greenhouse Gas Mitigation Measures*, dated August 2010; South Coast Air Quality Management District, *Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, dated October 2008; Yorke Engineering, LLC, *Air Quality and Greenhouse Gas Impacts Study for the Golden Oaks Senior Apartments in Whittier, CA*, dated February 8, 2021; and Yorke Engineering, LLC, *Air Quality and Greenhouse Gas Impacts Study Revisions for the Golden Oaks Senior Apartments in Whittier, CA*, dated December 21, 2021.

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 (NO_x) 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) CO₂ equivalent/year. In September 2010, the Working Group released revisions that recommended a

threshold of 3,000 MT CO₂e 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 senior citizen 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 - Construction

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. Table 4.8-1 shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations. CalEEMod annual GHG output calculations are provided in Appendix B-1.

**Table 4.8-1
Construction Greenhouse Gas Emissions**

Activity	Emissions (MTCO ₂ e) ¹		
	On-site	Off-site	Total
Demolition	5.23	1.81	7.04
Site Preparation	0.43	0.02	0.45
Grading	1.24	2.28	3.52
Building Construction	26.26	5.55	31.81
Paving	2.36	0.38	2.74
Architectural Coating	0.64	0.08	0.72
Total	36.16	10.12	46.28
Amortized over 30 years²	1.20	0.33	1.54

Source: CalEEMod 2020.4.0

¹ MTCO₂e = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbon).

² The emissions are amortized over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project

operational emissions. In doing so, construction GHG emissions are included in the overall contribution of the project, as further discussed in the following section.

Greenhouse Gas Emissions - Operation

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 4.8-2. CalEEMod annual GHG output calculations are provided in Appendix B-1.

As shown in Table 4.8-2, the project GHG emissions are expected to be below the SCAQMD’s Tier 3 approach, which limits GHG emissions to 3,000 MTCO₂e for residential projects. The project related long-term GHG impacts are less than significant.

**Table 4.8-2
Operational Greenhouse Gas Emissions**

Emission Source	GHG Emissions (MTCO ₂ e) ¹
Total Annual Emissions	108.75
SCAQMD Tier 3 Screening Threshold ²	3,000
Exceed Tier 3 Threshold?	No

Source: CalEEMod 2020.4.0

¹ MTCO₂e = metric tons of carbon dioxide equivalents

² Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

b) **Less Than Significant Impact.** Whittier has adopted the 2022 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. The proposed project would not permit any land use operations that would conflict with any plans, policies or regulations related to the reduction of greenhouse gas emissions. No further environmental analysis is needed.

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?			<input checked="" type="checkbox"/>	
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?		<input checked="" type="checkbox"/>		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<input checked="" type="checkbox"/>	
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?			<input checked="" type="checkbox"/>	
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?				<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			<input checked="" type="checkbox"/>	
g) Expose people or structures, directly or indirectly to a significant risk of loss, injury or death involving wildland fires, including where wildlands?				<input checked="" type="checkbox"/>

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; California Department of Transportation, Division of Aeronautics website, California Public Use Airport list; 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 Environmental Protection Agency, *Cortese List*; California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone (FHSZ) Viewer*; Federal Emergency Management Agency, *FEMA Flood Map Service Center: Search By Address Map Number 06037C1830F*, effective September 26, 2008; Magnolia Environmental, LLC, *Asbestos Survey Report 6012 and 6014 Norwalk Blvd., Whittier, CA 90606*, dated February 22, 2021; Magnolia Environmental, LLC, *Asbestos Survey Report 6016 Norwalk Blvd., Whittier, CA 90606*, dated February 22, 2021; Magnolia Environmental, LLC, *Asbestos Survey Report 6018 Norwalk Blvd., Whittier, CA 90606*, dated February 22, 2021; Magnolia Environmental, LLC, *Limited Lead Survey Report 6012, 6014, 6016 and 6018 Norwalk Blvd., Whittier, CA 90606*, dated January 6, 2023; The Reynolds Group, *Phase I Environmental Site Assessment Report, Mixed Commercial/Residential, 6014, 6016 and 6018 S. Norwalk Blvd., Whittier, California*, dated February 24, 2021 and United States Environmental Protection Agency, *Household Hazardous Waste*.

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: West Whittier Elementary School at 6411 Norwalk Boulevard, Whittier approximately 0.3 miles to the southwest; Katherine Edwards Middle School located at 6812 Norwalk Boulevard, Whittier approximately 0.6 miles to the southwest; and Pioneer High School located at 10800 Ben Avon Street, Whittier approximately 1.9 miles southwest 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 and commercial 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 with Mitigation Incorporated.** 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.

Asbestos Containing Materials (ACM)

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. The greatest asbestos-related human health risks are associated with friable asbestos, which is ACM that can be reduced to powder by hand pressure. Friable asbestos can become airborne and be inhaled, and has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.

Magnolia Environmental, LLC conducted Asbestos Survey Reports for 6012 and 6014 Norwalk, 6016 Norwalk and 6018 Norwalk Boulevard, Whittier, CA 90606 dated February 22, 2021 (see Appendix D-1). The surveys included the sampling of suspect asbestos containing materials, and a visual assessment of the interior spaces at the subject property. The results determined that at 6012 and 6014 Norwalk Boulevard, twenty four (24) bulk samples were taken using polarized light microscopy (PLM). According to bulk sampling and visual inspection of impacted areas, asbestos-containing materials were present in the following materials sampled: black mastic and black/yellow mastic associated with the first layer flooring (blue/grey 12"x12" floor tile). Abatement by a licensed abatement contractor is recommended prior to disturbance of asbestos containing materials. At 6016 Norwalk Boulevard, twenty six (26) bulk samples were taken. According to bulk sampling and visual inspection of impacted areas, asbestos-containing materials were not present in the materials sampled. At 6018 Norwalk Boulevard, twenty four (24) bulk samples were taken. According to bulk sampling and visual inspection of impacted areas, asbestos-containing materials were not present in the materials sampled.

It is always necessary to comply with the pertinent provisions of EPA, OSHA and AQMD regulations during any removal or repair activities that may disturb the asbestos-containing materials that may have been inaccessible and or untested during the survey. Not all areas were tested, only impacted areas. Caution should be taken when inaccessible and untested areas are disturbed. The Environmental protection Agency (EPA) and California OSHA (Cal/OSHA) define materials which contain more than one percent asbestos to be asbestos containing materials

(ACM). In addition, Cal/OSHA defines any manufactured construction material more than 0.1% asbestos as asbestos-containing construction materials (ACCMs). Cal/OSHA also requires notification and registration of the contractor when disturbing materials with more than one-tenth of one percent asbestos and regulates worker protection whenever materials containing any detectable levels of asbestos are disturbed.

For the buildings planned for demolition, samples of suspect ACM should be collected for laboratory analysis of asbestos prior to any renovation or building demolition, in order to determine the need for compliance with EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. Given the age of the existing building on the property (circa 1950s), the presence of ACM was found. A comprehensive, pre-demolition ACM survey shall be conducted in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any activities with the potential to disturb building materials to determine whether additional ACMs are present. Further, in the event additional ACMs are detected, proper removal and disposal of the materials identified is recommended prior to any activities with the potential to disturb them.

Lead-Based Paint (LBP)

The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 7 45) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight. The risk of lead toxicity in LBP varies based upon the condition of the paint and the year of its application. The U.S. Department of Housing and Urban Development (HUD) has identified the following risk factors:

- The age of the dwelling as follows: maximum risk is from paint applied before 1950.
- There is severe risk from paint applied before 1960.
- There is moderate risk from deteriorated paint applied before 1970.
- There is slight risk from the paint that is intact but applied before 1977.
- The condition of the painted surfaces.
- The presence of children and certain types of households in the building.
- Previously reported cases of lead poisoning in the building or area.

Magnolia Environmental, LLC conducted a *Limited Lead Survey Report for 6012, 6014, 6016 and 6018 Norwalk Blvd., Whittier, CA 90606*, dated January 6, 2023 (see Appendix D-2). Their inspector analyzed nine (9) paint samples from representative surfaces from 6012 Norwalk, twelve (12) paint samples from 6014 Norwalk, eighteen (18) paint samples from 6016 Norwalk and thirteen (13) paint samples from 6018 Norwalk Boulevard that will be impacted areas disturbed during the demolition. The samples were analyzed via an XRF analyzer on site. Based on the field assessment and XRF analysis, lead-based paint was detected on the following materials sampled:

- 6014 Norwalk Blvd. Whittier: Exterior black door jam
- 6016 Norwalk Blvd. Whittier: Laundry room yellow door, Unit H kitchen white countertop, Unit H bathroom white floor tile and Unit H kitchen white sink. All kitchen countertop tile and white cast iron sinks in Units A, B, C, D, E, F, G and H of 6016 Norwalk Boulevard contain lead-based paint.

It is recommended that peeling/flaking lead-based paint in the surveyed areas be subjected to a scraping/stabilization process designed to remove loose/flaking paint chips. Such an effort, as well as any other future work involving disturbances to the lead-based paint identified during the survey, should only be performed by persons who are properly qualified and trained to perform

lead-related work, with the work performed using proper work practices and controls and in accordance with applicable lead regulations (e.g., T8, CCR, §1532.1).

If, during future work, materials or surface coatings suspected to contain asbestos or lead are encountered that were not specifically addressed during the Magnolia Environmental survey (e.g., under/behind existing materials or in areas that were not included in the scope of the survey), the newly discovered suspect materials/surface coatings should be appropriately evaluated for asbestos and/or lead content prior to initiating any work or activities involving their disturbance. It is always necessary to comply with the pertinent provisions of EPA, OSHA regulations during any removal or repair activities that may disturb the lead-containing materials that may have been inaccessible and untested areas during this survey. Caution should be taken when inaccessible and untested areas are disturbed.

LBP are present at the property. LBP shall be removed from the property in accordance with all applicable laws prior to any activities with the potential to disturb painted surfaces.

Impacts would be less than significant with implementation of existing regulations and Mitigation Measures.

c) **Less Than Significant Impact.** The closest schools to the project include: West Whittier Elementary School at 6411 Norwalk Boulevard, Whittier approximately 0.3 miles to the southwest; Katherine Edwards Middle School located at 6812 Norwalk Boulevard, Whittier approximately 0.6 miles to the southwest; and Pioneer High School located at 10800 Ben Avon Street, Whittier approximately 1.9 miles southwest of the project site. Operation of the proposed project—a 25-unit senior citizen 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. As discussed in Section 4.8.b, existing regulations address potential off-site construction-related hazards associated with demolition of the existing onsite structures. Impact 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. An “open” leaking underground storage tank (LUST) case exists at the adjoining gas station, however, the case is near regulatory closure and soil and groundwater data points very close to the subject property were generally clean.

Based on historical research and the property reconnaissance conducted as part of the Phase I ESA, The Reynolds Group identified a Recognized Environmental Condition (REC) at the 6014 Norwalk Boulevard property address. The former dry cleaner for over 20 years (approximately 1969 to 1993) indicated a potential for chlorinated solvent impact, particularly tetrachloroethylene (PCE), in soil and groundwater beneath the property. Although there was reason to believe that the dry cleaner was a drop-off/pick-up site only with no actual dry cleaning performed on the property, in an abundance of caution, the prospective developer opted to perform a Phase II Soil Vapor Investigation to confirm or mitigate the dry cleaner REC (see Appendix D-3 Section 8.8 and Appendix F – *Phase II Soil Vapor Investigation Report* of the Phase I ESA). Six shallow soil vapor probes (SV1 through SV6) were advanced inside and near the 6014 building on February 12, 2021. The results were essentially “clean”. No volatile organic compounds (VOCs), including PCE, were detected in any of the soil vapor samples collected.

Additionally, no total petroleum hydrocarbons as gasoline (TPHg) were detected in SV1 through SV6. The dry cleaner REC has been mitigated by the February 2021 soil vapor investigation, and no further environmental investigation of the Property is warranted at this time. 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 a redevelopment infill project. The project would increase the population of the area by approximately 73 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 Norwalk Boulevard and an unnamed alley for the residential development.

The project 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 Norwalk Boulevard, 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

Based on the potential for hazardous materials, it is recommended that the following mitigation measures that would reduce the potential affects to any hazards to a less than significant impact.

HM-1: Due to the age of the existing buildings and the presence of Asbestos Containing Materials (ACMs) and Lead-Based Paint (LBP), prior to the commencement of demolition, the project proponent shall retain a qualified environmental consultant to conduct a comprehensive survey of the existing buildings to be demolished to confirm the presence or ACMs and LBP. A comprehensive survey of ACMs and a comprehensive LBP survey of painted surfaces in the structures to be demolished shall occur prior to any demolition activities to confirm the presence or absence of ACMs or LBP to prevent potential exposure to workers and/or building occupants.

- A detailed Hazardous Material Abatement Plan shall be prepared, approved, and implemented. The Hazardous Material Abatement Plan shall include a

site-specific scope of work and specifications for the proper disposal of hazardous materials. The Hazardous Material Abatement Plan shall be prepared and implemented in accordance with the Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) and all other federal and state standards and regulations.

- The Hazardous Material Abatement Plan shall require that all ACMs and LBP be removed and properly disposed of in accordance applicable laws.
- The Hazardous Material Abatement Plan shall be implemented prior to demolition activities to ensure that any hazardous materials are properly identified, removed, and disposed of offsite at a landfill that can accept asbestos and any other hazardous materials removed from the site.
- A qualified environmental consultant shall be present on the project site during demolition activities and shall monitor compliance with the Hazardous Material Abatement Plan.

Level of Significance After Mitigation

Hazards and Hazardous Materials impacts will be less than significant with standard conditions and mitigation satisfied.

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?			<input checked="" type="checkbox"/>	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<input checked="" type="checkbox"/>	
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;			<input checked="" type="checkbox"/>	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			<input checked="" type="checkbox"/>	
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			<input checked="" type="checkbox"/>	
iv) impede or redirect flood flows?			<input checked="" type="checkbox"/>	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			<input checked="" type="checkbox"/>	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; CRF Engineering, Grading and Drainage Plan, Low Impact Development Plan and Sewer and Water Plan; CRF Engineering, *Preliminary Hydrology/Hydraulics Report*, dated June 28, 2022; CRF Engineering, *Preliminary Low Impact Development (LID) Report & Calculations*, dated June 27, 2022, Federal Emergency Management Agency, FEMA Flood Map Service Center: Search By Address Map Number 06037C1830F, effective September 26, 2008; Pickard Architects, Site Plan, Demolition Plan, Floor Plans and Elevation Set for the Golden Oaks Senior Living Project, dated December 29, 2022; University of California Davis Soil Resource Laboratory, SoilWeb; United State Department of Agriculture, Natural Resources Conservation Service, *Custom Soil Resource Report for Los Angeles County, California, Southeastern Part, 6018 Norwalk, Whittier*, dated January 4, 2022; and Byer Geotechnical, Inc., *Geotechnical Engineering Exploration, 6018 Norwalk Boulevard, Whittier, Los Angeles County, California*, dated February 25, 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 (NPDES) 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 to 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).

For 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 Low Impact Development (LID) Plan 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 LID 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. According to the Byer Geotechnical, Inc., *Geotechnical Engineering Exploration* report, groundwater was not encountered in the borings to a maximum depth of 50.8 feet below existing grade. Project-related grading would not reach groundwater depths and no disturbance of groundwater is anticipated. The proposed building footprint areas and landscaped courtyard would not increase impervious surface coverage on the site over the current built condition. The existing site has 19,936 square feet of impervious area and 836 square feet of pervious area. Under the proposed development plan, the LID Plan shows 18,169 square feet of impervious area and 2,603 square feet of pervious area. The total amount of infiltration on site would be increased over existing conditions. Since this site is currently developed and is not managed for groundwater supplies, this change in infiltration 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. 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. The existing condition consists of 836 square feet of pervious area and 19,936 square feet of impervious area. The path of drainage is towards the unnamed alley and out to Norwalk Boulevard. The proposed development will consist of 18,169 square feet of new impervious areas, and 2,603 square feet of pervious areas. The site was designed to drain using one drainage management area. The proposed drainage pattern will sheet flow into proposed drain inlets, and be diverted into the three proposed drywells. Overflow will discharge to alley. 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 the proposed senior citizen housing development. The existing use on the site is residential and commercial. Existing drainage pattern is from the back of the property the unnamed alley and Norwalk Boulevard. The existing site is covered with

structures, a paved parking lot with limited vegetation. The site is relatively flat. The proposed drainage pattern will substantially match existing conditions. The stormwater flow around the buildings will be directed through the piping system toward treatment BMPs near the frontage of the property. The three dry wells will be proposed adjacent to the uncovered disabled accessible parking space near the southwestern corner near the intersection of the unnamed alley and Norwalk Boulevard. 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 06037C01830F, 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.** Seiches are large waves generated in enclosed bodies of water, such as lakes and reservoirs, in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The site is not located near any reservoir. In addition, the site is at an average elevation of 178 feet above mean sea level and is located approximately 18 miles from the Pacific Ocean. Therefore, the risk to the project from seiches or tsunamis according to the Envision Whittier General Plan is considered nil. The proposed project would not result in any increased risk of inundation to any properties.

e) **Less Than Significant Impact.** The senior citizen 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?				<input checked="" type="checkbox"/>

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?			☑	
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Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*.

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 of 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 parcel is generally flat.

Discussion

a) **No Impact.** The proposed project is surrounded by residential and commercial land uses. The proposed senior citizen residential project is consistent and compatible with the surrounding land uses along Norwalk Boulevard 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 project site has a General Commercial with Housing Overlay (CG-HO) land use designation as identified by the Land Use Element of the Envision Whittier General Plan. The CG-HO land use designation allows for a density of 25 dwelling units per acre, a population density of up to 75 pp/ac, an intensity of 0.75 floor area ratio and a maximum height of 40 feet. The designation identifies a full range of commercial uses, as well as *residential uses that accommodate diverse housing types* sufficiently buffered from intense commercial uses. The intent, character and Built Form of the CG-HO land use designation specifies:

Intent, Character, and Built Form

- Allowed commercial uses include a full range of retail, service, office, entertainment, and automotive-related uses with operating characteristics compatible with residential uses, but specifically exclude heavy-duty vehicle repair and warehousing/storage uses (inclusive of personal storage businesses)
- Residential uses that accommodate diverse housing types sufficiently buffered from intense commercial businesses
- Commercial and residential development scaled to reflect surrounding sites and buildings
- Site and building design that emphasize quality and timelessness
- For sites on major travel corridors, access and circulation that accommodate cars while safely integrating the needs of pedestrians and cyclists
- Use of architectural design approaches that clearly distinguish the base, middle, and upper stories of higher-rise buildings, and that promote unique, memorable design
- Use of landscaping to soften buildings and pavement treatments
- Cohesively designed shopping centers, with buildings that relate well to each other and to onsite signage and landscaping

- Well-marked and safe pedestrian travel paths from parking lots to the main building entrance(s)
- Use of alleyways for access to parking areas wherever possible
- Surface parking located along the side or at the rear of buildings

The proposed development of 25 senior citizen units on 0.47-acre is at a density of 53.2 du/acre. The project is in conflict with the City's General Plan density for the CG-HO land use designation that identifies a maximum density of 25 dwelling units per acre. It is further in conflict from the intent statement that "Residential uses that accommodate diverse housing types sufficiently buffered from intense commercial businesses." The adjacent use to the north is an existing gas station. There is a 2-foot setback from the proposed new senior citizen apartment units and the property being used as a gas station. The gasoline underground storage tanks are within approximately 72 feet of the proposed senior citizen housing and the fueling stations are within approximately 95 feet.

The existing zoning classification is C-2 (General Commercial) for the 0.47-acre subject site. The applicant is proposing ZCG21-0001 to change to the C-O (Commercial Office)-PD (Planned Development) zone. Residential development in the C-O zoning district is subject to the provisions of the R-4 (Heavy Multiple Residential) Zoning District, or as established by a Precise Plan. The PD zone is a "*reasonably flexible vehicle which will provide for the controlled development*" of senior citizen housing in the C-O zone at density of one unit for each four hundred thirty-five square feet (100 units per acre) subject to the approval of a development plan. Precise Plan No. PPD23-0001 is the required development plan for implementation of the PD (Planned Development District) zone. Development of the proposed senior citizen project will be required to be in compliance with the Precise Plan. The Precise Plan is *intended to accomplish the purposes of the Whittier Municipal Code and insure the execution of the General Plan.*

Whittier Community Development Department staff advised the project applicant that a senior citizen housing project may be approved in Zone C-O, at up to 100 units per acre, in conjunction with the approval of a Precise Plan. Chapter 18.26 – C-O Commercial Office Zone does not note senior citizen housing projects. Instead, Chapter 18.42 describes Planned Development Districts, notes provisions of the Chapter are applicable in the C-O zone for senior citizen housing only (Section 18.42.140), and describes the necessary Development Plan, alternatively called Precise Plan, in Section 18.42.040. Section 18.42.090 notes the requirement for (Planning) commission approval and Section 18.42.100 for City Council approval. As described in these sections, the process for adoption of a Precise Plan appears similar to that for a specific plan.

City staff has determined that although there are conflicts with the maximum density established for the CG-HO land use designation for the subject parcel and that of the proposed project, it is their belief that this conflict will not 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. Impacts to land use and planning 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?				<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				<input checked="" type="checkbox"/>

Sources

Information used to prepare this section is from the *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; and California Department of Conservation, *SMARA Generalized Mineral Land Classification Map for Los Angeles County*.

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 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?		<input checked="" type="checkbox"/>		
b) Generation of excessive groundborne vibration or groundborne noise levels?		<input checked="" type="checkbox"/>		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<input checked="" type="checkbox"/>

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; City of Whittier Municipal Code; Veneklasen Associates, *Revised Exterior Noise and Exterior Façade Analysis, Golden Oaks Senior Living, Whittier, California*, dated January 5, 2023.

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 with Mitigation Incorporated.** Infill development involves construction in close proximity to existing residents and businesses. Existing residential dwelling units located southwest and east 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 receptors (primary dwelling) to the southwest and east are approximately 53 feet from the exterior project boundary.

Veneklasen Associates evaluated the proposed buildings where future exterior noise levels are likely to exceed 65 dBA CNEL and an interior noise level of 45 dBA CNEL. Traffic on Norwalk Boulevard is the primary source of noise affecting the site. Veneklasen visited the site on Thursday, January 14, 2021 and placed a meter on the roof of the existing building at 6014 Norwalk Boulevard to capture the hourly sound levels on the site for a 24-hour period. The loudest daytime hour, Leq dBA was 75 with a CNEL (Community Noise Equivalent Level) of 73. Based on the computer model and measurements, Veneklasen calculated the exterior noise level at different locations across the project site. Unit 1 closest to Norwalk Boulevard exceeded permissible exterior noise levels being measured from 70-73 CNEL. The balance of the units fell in the 65-69 CNEL range. Exterior facade construction calculations were based on the architect drawings dated December 21, 2021. The plans showed that the exterior wall will consist of cement block wall stucco assumed to be over sheathing on wood studs with a single layer of gypsum board on the interior and batt insulation in the cavity.

Windows and sliding glass doors are the weak link when it comes to the transmission of noise into a structure. Therefore, it is important to make sure that they have adequate Sound Transmission Class (STC) ratings. Conventional construction with closed windows and fresh air supply systems or air conditioning typically provides an exterior to interior noise reduction of 20 dB. Upgraded windows and sliding glass doors are required for building facades that will be exposed to noise levels that exceed 65 dBA CNEL. Veneklasen calculated the interior level within the residential units given the measured noise environment and the exterior facade construction described above. The predicted interior CNEL noise levels showed a window/door rating of STC (Sound Transmission Class) 35 for Unit 1 and a STC 30 for units 2-25 for achieve an interior noise level of less than 45 CNEL. Because the windows and doors must be kept closed to meet the noise requirements, mechanical or other means of ventilation will required for all units. The ventilation system shall not compromise the sound insulation capability of the exterior facade assembly. Installation of windows and sliding glass doors with the recommended STC levels will mitigate impacts associated with meeting interior noise levels.

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.

b) Less Than Significant Impact with Mitigation Incorporated. 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 53 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. In order to avoid potential groundborne vibration impacts related to structural damage, use of vibratory rollers should be limited within 25 feet of existing structures and use of large bulldozers should be limited within 14 feet of existing structures. A small bulldozer, which would generate a PPV of 0.03 at a distance of 5 feet, can be utilized instead. With implementation of this measure, the potential for damage associated with groundborne vibration would be less than significant.

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. Impacts related to annoyance would 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.

Recommended Project Design Features

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 unit. 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.

DF-6. Recommended STC ratings for windows and sliding glass doors shall be installed in order to ensure that interior noise levels do not exceed 45 dBA CNEL.

Mitigation Measures

Construction Noise Mitigation Measure

NOI-1: The project shall prepare a construction management plan to be approved by the City of Whittier Community Development Department prior to initiating construction. The construction management plan shall include best management practices to reduce construction noise levels. Best management practices may include the following:

- During all project site excavation and grading on-site, construction contractors should equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. When mufflers are not a feasible method, the source can be put inside an enclosure with 1-inch plywood, or other approved acoustical barriers and/or materials.
- The contractor should place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- Equipment should be shut off and not left to idle when not in use.
- The contractor should locate equipment staging in areas that will create the greatest distance between construction-related noise sources and sensitive receptors nearest the project site during all project construction as is feasible.
- The project proponent should mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
- The construction contractor should limit haul truck deliveries to the same hours specified for construction equipment in Section 8.32.040 of the City of Whittier Municipal Code.

Vibration Mitigation Measure

NOI-2: The use of vibratory rollers shall be limited within 25 feet of existing structures and use of large bulldozers should be limited within 15 feet of existing structures. A small bulldozer can be utilized instead.

Construction Mitigation Measures

NOI-3: Windows and glass doors with minimum STC ratings of STC 35 for unit 1 and STC 30 for units 2-25 shall be utilized during construction. Independent laboratory acoustical test reports should be submitted for review to the Building Division prior to the issuance of building permits to ensure compliance with glazing acoustical performance requirements. Laboratories shall be accredited by the Department of Commerce National Voluntary Laboratory Accreditation Program (NVLAP).

NOI-4: Residential mechanical ventilation, or other means of natural ventilation, will be required for all units.

Level of Significance After Mitigation

Noise impacts will be less than significant with standard conditions and mitigation satisfied.

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)?			<input checked="" type="checkbox"/>	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2022 with 2020 Census Benchmark*.

Sacramento, California, May 2022; and *City of Whittier Adopted 2021-2029 Housing Element approved by City Council on August 5, 2022.*

Environmental Setting

Estimated population of Whittier for January 1, 2022 was 87, 931 with an estimated 2.92 persons per household.

Discussion

a) **Less Than Significant Impact.** The proposed project would induce direct population growth with construction of 25 senior citizen residential units. The project constitutes infill development on a portion of land currently developed with residential and commercial structures and surface parking. The proposed project would construct 25 new residential units. The estimated population increase generated from the proposed project would be approximately 73 residents. As of January 1, 2022, the City of Whittier had an estimated population of 87,931 residents (DOF, 2022). 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) **Less Than Significant Impact.** The project site is currently developed with existing residential and commercial buildings with a surface parking lot. Eight apartment housing units are onsite and there are current residents occupying the apartment units on the project site. The project would displace eight housing units and current tenants. The project would result in replacement housing for senior citizens. The existing eight units would be replaced by the proposed 25 senior citizen residential units. A less than significant 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 or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?			<input checked="" type="checkbox"/>	
Police Protection?			<input checked="" type="checkbox"/>	
Schools?			<input checked="" type="checkbox"/>	
Parks?			<input checked="" type="checkbox"/>	
Other public facilities?			<input checked="" type="checkbox"/>	

Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; City of Whittier, California Annual Budget Fiscal Year 2022-2023; Great!Schools website; and Whittier City School District, District School Fees.

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 full-time 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 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: West Whittier Elementary School at 6411 Norwalk Boulevard, Whittier approximately 0.3 miles to the southwest; Katherine Edwards Middle School located at 6812 Norwalk Boulevard, Whittier approximately 0.6 miles to the southwest; and Pioneer High School located at 10800 Ben Avon Street, Whittier approximately 1.9 miles southwest 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 17, which is located approximately 1.1-mile to the south east of the project site. Fire Station 17, located at 12006 Hadley St, Whittier, is staffed an engine company. Based on the distance to the project site, Engine 17 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 an existing residential/commercial use, and as such could result in an incremental increase in calls for fire protection and emergency medical services due to the senior citizen component of the project. 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 1.1 miles of 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 residential land use, it would have a population of approximately 73 persons. It would not generate a direct demand for school facilities as the development is proposed for senior citizens. Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the Whittier City Elementary School District, prior to the issuance of building permits, at the then current rate charged to senior citizen multiple-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, including a 358 square foot recreation building for the residents. 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
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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: *Envision Whittier General Plan*; and the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*.

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 25 senior citizen residential units. The residential project also proposes a 358 square foot recreation building for the use of its residents with common and private open space. The closest public park to the site is Palm Park. It is a 14-minute walk or 4-minute drive to the north. Palm Park has multi-purpose rooms, restrooms and a swimming pool. The addition of 73 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-3. 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 includes a separate 358 square foot recreation building for its 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: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; 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; Southern California Association Of Governments, *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* adopted on September 3, 2020; Lincott, Law & Greenspan, Engineers, *Golden Oaks Senior Living- Vehicle Miles Traveled Assessment*, dated November 2, 2022; Pickard Architects, *Golden Oaks Senior Living Apartments, 6018 Norwalk Boulevard, Whittier, CA 90606 Transportation Demand Management Letter*, dated December 29, 2022 and Pickard Architects, Site Plan, Demolition Plan, Floor Plans and Elevation Set for the Golden Oaks Senior Living Project, dated December 29, 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 of 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 130.50 feet away from the Norwalk Boulevard and State Route 72 (SR-72, also known as Whittier Boulevard) intersection. It is also located approximately ¼ mile from the SR-72 and Interstate 605 (I-605) interchange.

The project takes access from Norwalk Boulevard and an unnamed alley. The site has a WALK SCORE® of 80/100 (Very Walkable) and a BIKE SCORE® of 56/100 (Bikeable).

Pedestrian access will be from Norwalk Boulevard, a Minor Arterial. Norwalk Boulevard is designated for a Class II Bike Path. Norwalk Transit operates Route 1 along Norwalk Boulevard with a transit stop located on the west side of Norwalk Boulevard by the Taco Bell fast-food restaurant. Vehicular access to the project site will be from an unnamed 20-foot public alley on the southerly and easterly sides of the project. A total of 19 private parking spaces accessible from the public alley will be provided for the residents. Each residential parking space will be equipped with roll-up doors. The access from the alley leads directly into garages 1-19. In addition, three uncovered spaces will be provided, including one handicap accessible parking space, at the southwest corner of the project site. The uncovered spaces will be accessible from the public alley bordering the project site.

Discussion

a) **Less than Significant Impact.** The project involves new construction of 25 senior citizen residential units. It is not intended to conflict with a program plan, ordinance or policy addressing the circulation system. The residential project is providing a sufficient number of parking 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 Norwalk Boulevard and the unnamed alley. All intersections remain unchanged in terms of level of service with the proposed project.

The proposed Golden Oaks Senior Living project is planned to include a number of features that will encourage residents to make use of use of alternate travel modes such as walking, bike or transit in place of private vehicle trips. Since the project is determined to have a less than significant impact on vehicle miles traveled (VMT), no formal Transportation Demand Management (TDM) measures are required to be provided. However, based on research published by the California Air Pollution Control Officers Association (CAPCOA), the following project features are expected to promote the use of alternate travel modes, thereby potentially reducing the number of private vehicle trips:

- The project is planned to provide landscaped and lighted pedestrian pathways connecting the dwelling units with facilities on site (i.e., laundry room, recreational room, etc.), as well as to the existing public sidewalks along Norwalk Boulevard and other adjacent roadways. The exclusive pedestrian walkways will minimize the extent of pedestrian interaction with vehicles at the site and will provide a safe, convenient, and comfortable environment for pedestrians to access the project site from the public right-of-way. The project has therefore been designed to encourage pedestrian activity and walking as a travel mode.
- The project site is located in close proximity to existing transit service provided along Whittier Boulevard and Norwalk Boulevard, in an area which the City has identified as a Transit Priority Area. Bus transit stops are provided within 0.1-miles of the project site at the Norwalk Boulevard/Whittier Boulevard intersection for transit lines operated by Montebello Bus Lines (Route 10) and Norwalk Transit System (Route 1). The project site is well located to facilitate the use of transit as a travel mode.
- The proposed project is planned to provide 19 private, enclosed parking spaces for project residents, which is consistent with the minimum number of parking spaces required in the Whittier Municipal Code for senior dwelling units. The project is also planned to provide three (3) visitor parking spaces, which is less than the visitor parking spaces that would be

required of a similarly sized multi-family residential project. The proposed project will not provide excessive parking spaces, and thus will not encourage the use of private vehicles over alternative travel modes.

- The project will increase the density of residential development at the project site. The existing site is currently occupied by eight apartment dwelling units, which will be replaced with 25 senior dwelling units. According to the City of Whittier's "Vehicle Miles Traveled (VMT) Transportation Study Guidelines" (October 2021) and CAPCOA's "Quantifying Greenhouse Gas Mitigation Measures" (2010), increased density may affect the number and length of vehicle trips and may provide greater options to utilize alternate modes of travel. The proposed senior living project will result in an approximately 175% increase in density.
- 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.

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 Traffic Impact Analysis Report Preparation Guidelines and the ITE's 11th Edition *Trip Generation Handbook (2021)* for the existing land uses on the site. Specifically, trip generation average rates for Land Use 252: Senior Adult Housing – Multifamily were utilized to forecast the trips generated by the proposed senior dwelling units. For informational purposes, a forecast of the traffic volumes anticipated to be generated by the senior residences during the typical weekday AM and PM peak hours was also prepared (see Appendix G-1).

The proposed senior dwelling units are expected to result in 81 daily vehicle trip ends (approximately 41 inbound and approximately 41 outbound trips) over a 24-hour period on a typical weekday. Because the senior residences generate fewer than 110 additional daily trips, the City of Whittier's "Project Size" screening criteria is satisfied. Based on the City of Whittier's VMT screening criteria and the guidance provided in the *Technical Advisory*, projects which generate or attract fewer than 110 vehicle trips per day generally may be assumed to cause a less than significant transportation impact. The project is therefore determined to have a less than significant VMT impact, and no further VMT analysis is required 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 Norwalk Boulevard, which could temporarily impact emergency access. However, implementation of a Transportation Control 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?			<input checked="" type="checkbox"/>	

<p>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.</p>		<input checked="" type="checkbox"/>		
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Sources

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; and the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*.

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.** 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) for the City of Whittier. 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 Golden Oaks Senior Living Project. On October 11, 2021, the City of Whittier sent Notices of Project Application via certified mail to the Gabrieleño Tongva Indians of California, Gabrieleño/Tongva Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrieleño/Tongva Tribe, and the Gabrieleño Band of Mission Indians – Kizh Nation, and on January 3, 2022, to the Soboba Band of Luiseño Indians. A letter to proceed with the project was sent on February 10, 2023, to the Gabrieleño Tongva Indians of California, Gabrieleño/Tongva Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrieleño/Tongva Tribe and the Soboba Band of Luiseño Indians as the City of Whittier did not receive a request to consult on this project within the 30 days specified as part of California Public Resources Code § 21080.3.1. Chairman Salas of behalf of the Kizh Nation requested a consultation on the project. An AB 52 consultation meeting was held between the Gabrieleño – Kizh Nation and City of Whittier staff on January 4, 2022. 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.

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 in addition to three dry wells proposed at a depth of forty feet. 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?		<input checked="" type="checkbox"/>		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			<input checked="" type="checkbox"/>	
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?		<input checked="" type="checkbox"/>		
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?			<input checked="" type="checkbox"/>	

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

Information used to prepare this section is from the following sources: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; Athens Services, Solid Waste Collection Will Serve Letter dated December 28, 2022; CalRecycle, Estimated Solid Waste Generation Rates; City of Whittier, Public Works Department, Water and Sewer Will Serve Letter dated January 4, 2023; Los Angeles County Sanitation Districts, Wastewater Will Serve Letter dated January 4, 2023; SoCalGas, Natural Gas Will Serve Letter dated January 26, 2023; Southern California Edison, Electricity Will Serve Letter dated January 3, 2023; US³, *Golden Oaks Sewer Study, 6014 Norwalk Blvd Project, Whittier, CA 90606, February 19, 2021 through March 9, 2021*, dated March 9, 2021; and Los Angeles County Public Works Department, *Sewer Area Study - Estimated Average Daily Sewage Flows for Various Occupancies*.

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 of 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 property is situated between approximately 178 feet above mean sea level (amsl) on land that slopes gently to the southwest. According to the State’s Geotracker web site (www.geotracker.swrcb.ca.gov, Global ID T0603793017, the site is located in the north central section of the Los Angeles Basin. The Los Angeles Basin is a northwest-trending alluvial lowland plain that slopes gently south or seaward along the coast of southern California. The Basin is bound on the north by the Santa Monica Mountains and San Joaquin Hills. The basin is underlain by a structural depression, parts of which have been discontinuous deposition and continuous subsidence and mainly marine deposits over time.

The Los Angeles Basin is divided into two hydrologic basins, the West Coast and Central Basins. The boundary between these two basins is the northwest trending Newport-Inglewood Structural Zone. The property is located within the boundary of the San Gabriel River Spreading Ground of the Montebello Forebay. The upper-most water bearing aquifer located in the Montebello Forebay is the Gaspar Aquifer, which consists of recent alluvium the aquifer is encountered from ground surface to about 100 feet below grade. According to the Los Angeles Regional Water Quality Control Board (LARWQCB), the property overlies an aquifer that is used as a community water supply.

Discussion

a) thru e) **Less Than Significant Impact with Mitigation Incorporated.** The proposed project would require offsite improvements including sewer, domestic water, fire water, irrigation, and dry utilities connections to existing utility infrastructure in Norwalk Boulevard.

Wastewater

The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by LACSD, for conveyance to the LACSDs' South Plant Outfall Trunk Sewer, located in Reichling Lane at Norwalk Boulevard. The LACSDs' 18-inch diameter trunk sewer has a capacity of 1.3 million gallons per day (mgd) and conveyed a peak flow of 0.5 mgd when last measured in 2019.

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 in cooperation with the Los Angeles County Sanitation Districts (LACSD). The proposed project is located within the jurisdictional boundary of District No. 18. The wastewater generated by the proposed project will be treated at 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 recycled flow of 17.5 mgd.

The LACSD identified the expected increase in average wastewater flow from the project, described in the application as 25 senior living apartments, is 2,090 gallons per day, after all structures on the project site are demolished. The LACSD is empowered by the California Health and Safety Code to charge a fee to connect facilities (directly or indirectly) to the LACSDs' Sewerage System or to increase the strength or quantity of wastewater discharged from connected facilities. The connection fee is used by the LACSD for its capital facilities. Payment of a connection fee may be required before this project is permitted to discharge to the LACSDs' Sewerage System. Further in order for the LACSD to conform to the requirements of the Federal Clean Air Act (CAA), the capacities of the LACSDs' 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 LACSDs' 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 LACSDs' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG.

Sanitary Sewer

Information on sanitary sewers serving the project site is based on the Golden Oaks Sewer Study completed by US³ in March 2021; a copy of this report is included as Appendix H. The subject project site proposes to construct 25 senior citizen residential units. Each unit will have its own dedicated sewer lateral joining to the on-site private 6-inch PVC sewer line within interior courtyard and the unnamed alley adjacent to the site. Sewer collection will be accomplished by way of private sewer laterals and lines which will drain south and west connecting to the existing City-owned 8-inch sewer line in the unnamed alley and conveyed to the 10-inch City-owned sewer line in Norwalk Boulevard.

Per the Los Angeles County Public Works Department's *Sewer Area Study - Estimated Average Daily Sewage Flows for Various Occupancies* table, the anticipated sewer flow is 200 gallons per day for residential units having 1 bedroom. The total amount of units for the subject site is 25 units resulting in a maximum demand of 5,000 gpd (25 units * 200 gpd) or a peak flow of 12,500 gpd.

Sewer capacity has been evaluated by the City and will be conveyed through a private sanitary sewer system to the unnamed alley and to Norwalk Boulevard. The US³ Sewer Study conducted

for the property identified there is no capacity available because the pipes had already exceeded their depth versus pipe diameter (d/D) limit of 0.50 at peak flow. Therefore, the existing lines are currently deficient. The project will be conditioned to correct all deficiencies caused by the proposed development. The improvements shall be mitigated by the developer as approved by the City Engineer. The developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer. In addition, all new sewer and water connection and permit fees shall be paid by the developer. Impacts would be less than significant with mitigation.

Domestic Water

The City relies on imported water and local groundwater. Domestic water will be provided to the project by the City of Whittier through a connection to the existing 6-inch cast iron pipe in Norwalk Boulevard and distributed through a private water system to individual meters for each unit, and to a common irrigation meter. Fire sprinkler flow will be supplied by individual meters. The City of Whittier Public Works Department has determined that their water supply capacity is adequate to serve the 25-unit senior citizen development. 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 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. The City of Whittier Public Works Department 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 proposed development would maintain existing drainage patterns and discharge locations. Existing drainage pattern is toward the alley and out to Norwalk Boulevard. The site is mostly paved with limited vegetation. The site is relatively flat. The site was designed to drain using one drainage management area. The proposed drainage pattern will sheet flow into proposed drain inlets, and be diverted into three 6-foot diameter dry wells with a depth of 40 feet to be located beneath the disabled accessible parking space near the corner of Norwalk Boulevard and the unnamed alley. Overflow will discharge to the unnamed alley. Runoff will be treated by using dry wells able to contain the 85th percentile storm water and infiltrating it back into the ground therefore replenishing the existing groundwater.

Based on the results of the Byer Geotechnical's *in-situ* percolation testing conducted onsite, the design infiltration rate for the alluvium and older alluvium between the depths of 5 and 30 feet is estimated to be 1.81 inches-per-hour (1.3×10^{-3} centimeters-per-second), which is reasonable for the type of soil encountered in the borings. The following recommendations shall be incorporated into the design and construction of drywell infiltration system. The infiltration system should be deepened into the natural older alluvium to allow for water infiltration into the granular soil layers below the depth of 15 feet. The upper five to ten feet of the drywell shaft should be sealed with concrete rings to avoid any lateral water infiltration into future fill. The shaft below the concrete rings should be backfilled with a minimum of 3/4-inch crushed rock. A geotextile fabric liner should be placed throughout the height of the shaft to separate between the permeable gravel fill and the surrounding soil. The distance between the edge of the infiltration system and any adjacent property line or public right-of-way should be at least 5 feet.

The distance between the edge of the infiltration system and any adjacent structural foundations should be a minimum of 10 feet. The infiltration system shall be designed to overflow to the street in case the capacity is exceeded. If the infiltration system is to be planned in the parking area, vehicular surcharge should be considered in the design and construction of the system. The exposed excavated area should be observed by the soils engineer to verify natural alluvium is exposed prior to construction of the infiltration system. With adherence to the design specifications by Byer Geotechnical, the 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. A new underground electric distribution system will be required to service the 25-units. It will connect to the existing power lines on Norwalk Boulevard. 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 necessitate the construction or relocation of electric power facilities. The project is located along Norwalk Boulevard. As part of the project improvements, the overhead streetlight wiring and power poles will be placed underground. The new lights will provide enhanced illumination and greatly improve nighttime safety of pedestrians and vehicles traveling on Norwalk Boulevard. Therefore, 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. The 25-unit senior citizen housing development will connect to existing natural gas supply lines adjacent to the site. 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. Overhead telecom facilities along Norwalk Boulevard will also be placed underground during construction.

Solid Waste Collection

Trash storage will be in the centralized refuse area and yard bins will be provided for green waste, organic materials, landfill, and recyclables). Service will be picked up by Athens Services (City franchisee) weekly. Residential units will be provided individual hand held service bins.

Mitigation Measures

Based on the potential for wastewater capacity deficiencies, it is recommended that the following mitigation measure be employed to reduce the potential affects to a less than significant impact.

USS-1: Prior to the issuance of grading permits, the developer shall correct all known deficiencies to the wastewater system caused by the proposed development. The developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer.

Level of Significance After Mitigation

Utility and Service Systems impacts will be less than significant with mitigation satisfied.

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: *Envision Whittier General Plan*; the *Envision Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report*; and California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone (FHSZ) Viewer*.

Environmental Setting

The Norwalk Boulevard 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 with Mitigation Measures AIR-1 through AIR-14 incorporated. 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 senior citizen 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. Water supplies have been studied in the Urban Water Management Plans. 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 with Mitigation Incorporated.** Paleontological resources would be less than significant. Additionally as described in Section 4.8, Hazards and Hazardous Materials, after implementation of Mitigation Measure HM-1, potential impacts from ACMs, and LBP during project construction would be less than significant.

Regarding Noise, as detailed in Section 4.13, with implementation of Mitigation Measures NOI-1 and NOI-4, 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 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 as police and fire, the project is anticipated to generate between 73 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.

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-1 through TCR-3 dealing with monitoring, 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.

The Sewer Study conducted for the property identified sewer capacity issues. The project will be conditioned to correct all deficiencies caused by the proposed development. The improvements shall be mitigated by the developer as approved by the City Engineer. Impacts would be less than significant with mitigation incorporated.

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.

5.1 – List of Preparers

City of Whittier (Lead Agency)

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

Ellen Fitzgerald, Principal Planner

5.2 – Resources Consulted

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6 Mitigation Measures

Air Quality Mitigation Measures

AIR-1: The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

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.

AIR-2: Prepare and implement a Construction Management Plan which will include Best Available Control Measures to be submitted to the City of Whittier.

AIR-3: Construction equipment shall be maintained in proper tune.

AIR-4: Require all construction equipment to have Tier 4 low emission "clean diesel" engines that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

AIR-5: All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

AIR-6: Minimize the simultaneous operation of multiple construction equipment units.

AIR-7: The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

AIR-8: Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

AIR-9: Establish staging areas for the construction equipment that are as distant as possible from adjacent sensitive receptors (residential land uses).

AIR-10: Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

AIR-11: Utilize zero VOC and low VOC paints and solvents, wherever possible.

AIR-12: Provide temporary dust barriers or construct perimeter walls during the first phase of construction.

AIR-13: The project will be required to comply with the National Emission Standard for Hazardous Air Pollutants (NESHAP) standards. An Asbestos NESHAP Notification Form shall be completed and submitted to the CARB immediately upon discovery of the contaminant. The project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities.

AIR-14: The project includes demolition of existing structures that would be subject to the National Emissions Standards for Asbestos (40CFR Part 61 Subpart M). Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos NESHAP regulations. Section 61.145 requires written notification of demolition operations. This notification should be typewritten and postmarked or delivered no later than ten (10) days prior to the beginning of the asbestos demolition or removal activity.

Hazards and Hazardous Materials Mitigation Measure

HM-1: Due to the age of the existing buildings and the presence of Asbestos Containing Materials (ACMs) and Lead-Based Paint (LBP), prior to the commencement of demolition, the project proponent shall retain a qualified environmental consultant to conduct a comprehensive survey of the existing buildings to be demolished to confirm the presence or ACMs and LBP. A comprehensive survey of ACMs and a comprehensive LBP survey of painted surfaces in the structures to be demolished shall occur prior to any demolition activities to confirm the presence or absence of ACMs or LBP to prevent potential exposure to workers and/or building occupants.

- A detailed Hazardous Material Abatement Plan shall be prepared, approved, and implemented. The Hazardous Material Abatement Plan shall include a site-specific scope of work and specifications for the proper disposal of hazardous materials. The Hazardous Material Abatement Plan shall be prepared and implemented in accordance with the Asbestos National Emission Standards for Hazardous Air Pollutants (NESHAP) and all other federal and state standards and regulations.
- The Hazardous Material Abatement Plan shall require that all ACMs and LBP be removed and properly disposed of in accordance applicable laws.
- The Hazardous Material Abatement Plan shall be implemented prior to demolition activities to ensure that any hazardous materials are properly identified, removed, and disposed of offsite at a landfill that can accept asbestos and any other hazardous materials removed from the site.
- A qualified environmental consultant shall be present on the project site during demolition activities and shall monitor compliance with the Hazardous Material Abatement Plan.

Noise Mitigation Measures

NOI-1: The project shall prepare a construction management plan to be approved by the City of Whittier Community Development Department prior to initiating construction. The construction management plan shall include best management practices to reduce construction noise levels. Best management practices may include the following:

- During all project site excavation and grading on-site, construction contractors should equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. When mufflers are not a feasible method, the source can be put inside an enclosure with 1-inch plywood, or other approved acoustical barriers and/or materials.
- The contractor should place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- Equipment should be shut off and not left to idle when not in use.
- The contractor should locate equipment staging in areas that will create the greatest distance between construction-related noise sources and sensitive receptors nearest the project site during all project construction as is feasible.
- The project proponent should mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
- The construction contractor should limit haul truck deliveries to the same hours specified for construction equipment in Section 8.32.040 of the City of Whittier Municipal Code.

NOI-2: The use of vibratory rollers shall be limited within 25 feet of existing structures and use of large bulldozers should be limited within 15 feet of existing structures. A small bulldozer can be utilized instead.

NOI-3: Windows and glass doors with minimum STC ratings of STC 35 for unit 1 and STC 30 for units 2-25 shall be utilized during construction. Independent laboratory acoustical test reports should be submitted for review to the Building Division prior to the issuance of building permits to ensure compliance with glazing acoustical performance requirements. Laboratories shall be accredited by the Department of Commerce National Voluntary Laboratory Accreditation Program (NVLAP).

NOI-4: Residential mechanical ventilation, or other means of natural ventilation, will be required for all units.

Tribal Cultural Resources 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.

Utility and Service Systems Mitigation Measure

USS-1: Prior to the issuance of grading permits, the developer shall correct all known deficiencies to the wastewater system caused by the proposed development. The developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer.

Appendices