COMMUNITY DEVELOPMENT COMMISSION
of the County of Los Angeles
700 W. Main Street • Alhambra, CA 91801
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Gloria Molina
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Commissioners

Sean Rogan
Executive Director

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES
2-D February 18, 2014
SACHI A. HAMAI
EXECUTIVE OFFICER

February 18, 2014

The Honorable Board of Commissioners
Community Development Commission
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Commissioners:

ALLOCATION OF FUNDING AND APPROVAL OF ENVIRONMENTAL DOCUMENTATION FOR SIX AFFORDABLE HOUSING DEVELOPMENTS IN UNINCORPORATED EAST LOS ANGELES, THE CITIES OF LOS ANGELES, LONG BEACH, AND LA VERNE (ALL DISTRICTS) (3 VOTE)

SUBJECT

This letter recommends that your Board approve the allocation of Housing Due Diligence Review (HDDR) funds, specifically for the Affordable Housing Trust Fund, in addition to HOME Investment Partnerships Program (HOME) and Homeless Service Center Funds (HSCF), for six affordable rental housing developments. On March 5, 2013, the Board of Supervisors directed the Commission to proceed with the release of a Notice of Funding Availability (NOFA) to support the development of affordable housing projects in the County. The Board approved $15,000,000 in HDDR funds for this purpose, with no less than half of the funds being allocated for homeless/special needs populations. This letter also recommends approval of related environmental documents for the developments.

IT IS RECOMMENDED THAT THE BOARD:

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the attached Notice of Exemption for the Gateway Apartments project, which was prepared by the City of Los Angeles as lead agency; and find that this project will not cause a significant impact on the environment.

2. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declarations (IS/MND) for the Winnetka Senior Apartments project and the Crest Apartments project, which were prepared by the City of Los Angeles as lead agency; find that the mitigation measures identified in the IS/MNDs for these

projects are adequate to avoid or reduce potential impacts below significant levels; and find that these projects will not cause a significant impact on the environment.

3. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached IS/MND for the Cedar Springs Apartments project, which was prepared by the City of La Verne as lead agency; find that the mitigation measures identified in the IS/MND for this project are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.

4. Acting as a responsible agency pursuant to CEQA, certify that the Commission has considered the attached Final Environmental Impact Report (FEIR) for the Immanuel Senior Housing project, which was prepared by the City of Long Beach as lead agency; find that the mitigation measures identified in the FEIR for this project are adequate to avoid or reduce potential impacts below significant levels; and find that the significant unavoidable adverse cultural resource impact is acceptable and outweighed by the social, economic and other benefits identified and adopted by the lead agency.

5. Approve loans to six recommended developers, identified in Attachment A, using HDDR funds in a total amount of up to $12,352,500 for six homeless/special needs developments.

6. Approve additional loans to A Community of Friends for the Cedar Springs Apartments project, using up to $2,227,826 in HOME funds and up to $224,446 in previously authorized HSCF, as identified in Attachment A.

7. Authorize the Executive Director, or his designee, to increase the amount of the HOME loan to A Community of Friends by up to an additional $445,565, as needed, for unforeseen project costs, as identified in Attachment A.

8. Approve an additional loan to Hollywood Community Housing Corporation for the Gateway Apartments project, using up to $1,500,000 in previously authorized HSCF, as identified in Attachment A.

9. Authorize the Executive Director, or his designee, to negotiate, execute and, if necessary, amend, reduce or terminate the loan agreements with the recommended developers identified in Attachment A, and all related documents including, but not limited to, documents to subordinate the loans to permitted construction, permanent financing and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

10. Authorize the Executive Director or his designee, to incorporate, as needed, up to $12,352,500 in HDDR funds, $2,673,391 in HOME funds, and $1,724,446 in HSCF into the Commission's approved Fiscal Year 2013-2014 budget as needed, for the purposes described above.

11. Authorize the Executive Director, or his designee, to utilize the various housing-related financial resources comprising the Affordable Housing Trust Fund for projects approved through the NOFA process in line with the requirements of each funding source.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The recommended allocation of $12,352,500 in HDDR funds, $2,673,391 in HOME funds, and

$1,724,446 in HSCF will finance a total of 267 new units, of which 168 units are assisted homeless/special needs housing and 99 units are affordable units not assisted by the Commission.

We request your approval of the proposed projects to ensure that the proposed developments can meet the March 5, 2014 deadline for the next Low Income Housing Tax Credit application to the California Tax Credit Allocation Committee.

FISCAL IMPACT/FINANCING

The recommended loans to the developers identified in Attachment A will provide a total amount of up to $12,352,500 in HDDR funds, $2,673,391 in HOME funds, and $1,724,446 in HSCF to finance six developments. Funds for these loans will be incorporated into the Commission's approved Fiscal Year 2013-2014 budget as needed and included in future years' budget processes as needed.

A 20% contingency, in the amount of $445,565 in HOME funds is being set aside for unforeseen site conditions costs and construction overruns. The contingency is recommended to prevent any delays in construction.

Final loan amounts will be determined following completion of negotiations with the developers and arrangements with other involved lenders. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded Covenants, Conditions and Restrictions document.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

On November 27, 2012, the Board directed the Commission, the Chief Executive Office, and other appropriate County departments to review and report back to the Board on an Affordable Housing and Economic Development Framework that addressed eight policy goals; the development of affordable housing being one of the goals. As a result of this process, on March 5, 2013 and again on June 24, 2013, the Board of Supervisors made allocations of HDDR funds to the Commission to fund the development of affordable housing and for related administrative costs, with no less than half of the funds allocated for homeless/special needs populations.

To this end, the Commission created the Affordable Housing Trust Fund. In past NOFAs issued by the Commission, projects applying for funding would be required to identify and request the specific sources of funding for affordable housing development. Creating the Affordable Housing Trust Fund allows the Commission to pool all sources of affordable housing funding and better align NOFA funding requests with available sources, in line with the requirements of each funding source.

On October 9, 2013, the Commission made available through NOFA Round 19 approximately $12,000,000 in HDDR funds for affordable rental housing. Seven proposals were received by the November 20, 2013 deadline. The total demand is $8,500,000 in HDDR funds for capital, $5,052,500 in HDDR funds for operating subsidy, $2,177,826 in HOME funds, and $3,224,446 in HSCF. All seven proposals passed the threshold review phase and advanced to the technical review phase. Applicants were notified of the scoring results and given one business day to appeal individual scores for procedural or technical errors. Technical reviews were performed by consultants, and the Commission's Independent Review Panel (Panel) reviewed the consultants' technical scoring. The Panel reviewed one applicant appeal and administratively adjudicated the request. The appeal by Meta Housing Corporation, identified in Attachment A, was resolved in favor of the applicant and is being recommended for an award.

The developments recommended for funding awards have met threshold criteria. Projects are required to score a minimum of 600 out of 1,000 points to be considered for an award. Additionally, proposals were also scored on compliance with NOFA criteria for Design and Sustainability, as well as for Supportive Services and Property Management. Six of the seven proposals are recommended for funding. The seventh project achieved the minimum score of 600 points, but is not recommended for award of funds as only the strongest projects are selected for approval under this action.

All loan agreements and related documents will incorporate affordability restrictions and provisions requiring developers to comply with all applicable federal, State, and local laws. The approval of all six projects will leverage approximately $79 million in additional external resources. This is almost seven times the amount of HDDR funds offered through the NOFA.

The loan agreements and related documents will reflect the homeless set aside requirement that a minimum of 20% of the rental units but no fewer than 15 units be reserved for special needs households. These units are subject to rates affordable to very low-income households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. Overall, the homeless/special needs developments will reserve at minimum 66% and up to 97% of units for these households. The loan agreements will require that the affordable housing units be set aside for up to 55 years.

Attachment A is a complete list of developments recommended for funding at this time. It should be noted that of the six developments listed, two earned optional points through the Green Building Certification Incentive, which commits projects to incorporate substantial sustainability measures that will result in exceeding State and local building and energy codes. These incentive points are part of the design category. In addition, one of the six developments earned optional points for incorporating a federally-qualified health clinic.

ENVIRONMENTAL DOCUMENTATION

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

The Gateway Apartments project was determined Categorically Exempt from the requirements of CEQA by the City of Los Angeles in accordance with State CEQA Guidelines Section 15332. The Commission's consideration of this determination satisfies the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MNDs prepared by the City of Los Angeles for the Winnetka Senior Apartments project and the Crest Apartments project, and determined that these projects will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MNDs and filing of the Notices of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the City of La Verne for the Cedar Springs Apartments project, and determined that this project will not have a significant adverse impact on the environment. The Commission's consideration of the IS/MND and filing of the Notice of Determination satisfy the State

CEQA Guidelines as stated in Article 7, Section 15096.

As a responsible agency, the Commission previously considered the Initial Study/Negative Declaration prepared by the County of Los Angeles Department of Regional Planning for the Whittier Place project and determined on July 2, 2013 that this project will not have a significant impact on the environment.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the FEIR prepared by the City of Long Beach for the Immanuel Senior Housing project, and determined that this project will have a significant unavoidable adverse impact on cultural resources. The City of Long Beach has adopted a Statement of Overriding Considerations finding that the significant unavoidable adverse cultural resource impact is acceptable and outweighed by the social, economic and other benefits of this project. The Commission's consideration of the FEIR and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The requested actions will increase the supply of affordable and special needs housing in the County of Los Angeles.

Respectfully submitted,

SEAN ROGAN
Executive Director

SR:bdc

ATTACHMENT A
NOTICE OF FUNDING AVAILABILITY, ROUND 19
RECOMMENDED ALLOCATIONS FOR HOUSING DUE DILIGENCE REVIEW FUNDS, HOME FUNDS AND HOMELESS SERVICE CENTER FUNDS

Homeless-Special Needs Developments

Dist.	Location	Development/ Applicant	Type of Housing	Total Project Units	Special Needs Units (assisted)	Affordable Units not CDC-assisted	Recommendation: HOUSING DUE DILIGENCE REVIEW FUNDS: Capital	Recommendation: HOUSING DUE DILIGENCE REVIEW FUNDS: Operating Subsidy	Recommendation: HOME Funds	Recommendation: Homeless Service Center Funds	Total Development Cost	Other Resources
1	Unicorp ELA	Whittier Place/ East LA Community Corporation	Homeless Households	25	24	1		$2,115,000			$13,347,348	$11,232,348
2	Los Angeles	Gateway Apt/ Hollywood Community Housing Corp.	Homeless Households/ Chronically Homeless/ Frequent Users of County Health Services	21	20	1	$1,500,000			$ 1,500,000	$10,590,135	$7,590,135
3	Los Angeles	Winnetka Senior Apt/ Meta Housing Corp.	Homeless Households/ Chronically Homeless/ Seniors/ Frequent Users of County Health Services	95	62	33	$1,500,000				$25,117,774	$23,617,774
3	Los Angeles	Crest Apartments/ Skid Row Housing Trust Fund	Homeless Households/ Frequent Users of County Health Services	65	15	50	$1,700,000				$18,639,729	$16,939,729
4	Long Beach	Immanuel Senior Housing/ Thomas Safran & Associates	Homeless Veterans/ Seniors/ Frequent Users of County Health Services	25	22	3	$2,600,000				$10,466,222	$7,866,222
5	La Verne	Cedar Springs Apt/ A Community of Friends	Homeless Households/ Mental Illness / Frequent Users of County Health Services	36	25	11		$2,937,500	$2,227,826 $445,565	$224,446	$17,165,448	$11,330,111
		TOTALS:		**267**	**168**	**99**	**$ 7,300,000**	**$ 5,052,500**	**$ 2,673,391**	**$ 1,724,446**	**$ 95,326,656**	**$ 78,576,319**

TOTAL PROJECT UNITS:	**267**
TOTAL SPECIAL NEEDS UNITS:	**168**
TOTAL AFFORDABLE UNITS NOT CDC-FUNDED:	**99**
TOTAL COUNTY GENERAL FUNDS:	**$ 12,352,500**

ATTACHMENT B

ENVIRONMENTAL DOCUMENTS

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	CD 11

PROJECT TITLE	LOG REFERENCE
☐ Gateway Apartments	ENV 2013-3660-CE

PROJECT LOCATION
☐ 13366-13368 Beach Avenue Los Angeles, CA 90292

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
☐ New construction of 21 units of affordable permanent supportive housing

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
☐Hollywood Community Housing Corporation and Venice Community Housing Corporation

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
☐Eleanor Atkins (Hollywood Community Housing Corporation)	☐ 323	☐454-6207	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
☐	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
☐	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
☐	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
☑	CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class 32 Category _____ (City CEQA Guidelines)

☐ OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE	TITLE	DATE
	City Planner	11/14/13

FEE:	RECEIPT NO.	REC'D. BY	DATE
	19.01K		11/14/13

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Ω Eleanor Atkins
NAME (PRINTED)

Ω
SIGNATURE

Ω 11/14/13
DATE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles	3
PROJECT TITLE	**CASE NO.**
ENV-2012-946-MND	ZA-2012-0644(ELD)(SPR)

PROJECT LOCATION
20750 W SHERMAN WAY

PROJECT DESCRIPTION
The construction, use and maintenance of a new eldercare facility for senior independent and assisted living on a 60,720 square-foot lot. The project site is zoned (T)RS-1 and is currently vacant. The proposed eldercare facility will be 4 stories, 44 feet in height and approximately 76,500 square feet of total floor area, and will include 85 one-bedroom units and 10 two-bedroom units for 95 total residential units. Proposed ancillary facilities include a recreation room, gym and fitness area, computer room, media room, library, an open courtyard, outdoor living room, including a total of 9,908 square feet of common and private open space, and 74 on-site parking spaces. The proposed eldercare facility will provide independent and assisted residential living space for senior citizens, and will be non-institutional in nature.

Requested entitlements include an Eldercare Unified Permit pursuant to Section 14.3.1 of the Municipal Code to permit an eldercare use in the (T)RS-1 Zone, and Site Plan Review pursuant to Section 16.05 of the Municipal Code for a project of more than 50 residential dwelling units.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Southern California Conference of Seventh-Day Adventists
1535 Chevy Chase Drive
Glendale, CA 91206-4107

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
JEFFREY POOL	City Planner	(213) 473-9987

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		06/04/2012

I-10. Aesthetics (Landscape Plan)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

I-50. Aesthetics (Surface Parking)

- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

I-90. Aesthetics (Vandalism)

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

I-120. Aesthetics (Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

III-50. Air Pollution (Stationary)

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)

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- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

IX-40. **Standard Urban Stormwater Mitigation Plan (Hillside Residential and All 10-or-more-unit Subdivisions and Multi-Family Dwellings)**

- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/):
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- **(Multiple Residential Dwellings of 10+ Units of Single- or Multi-Family, incl. Subdivisions)**:
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways: i. Hybrid Lot - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt; ii. Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XII-30. Increased Noise Levels (Parking Wall)

- Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- A 6-foot-high solid decorative masonry wall adjacent to residential use and/or zones shall be constructed if no such wall exists.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XVII-10. Utilities (Local Water Supplies - Landscaping)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent

- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20. Utilities (Local Water Supplies - All New Construction)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-40. Utilities (Local Water Supplies - New Residential)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

XVII-90. Utilities (Solid Waste Recycling)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- **(Construction/Demolition)** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVII-100. Utilities (Solid Waste Disposal)

-
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 3 - DENNIS P. ZINE	DATE: 04/20/2012
RESPONSIBLE AGENCIES: Department of City Planning		

ENVIRONMENTAL CASE: ENV-2012-946-MND	RELATED CASES: ZA-2012-0644(ELD)(SPR)
PREVIOUS ACTIONS CASE NO.:	✓ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions

PROJECT DESCRIPTION:
CONSTRUCTION OF A NEW 4 STORY ELDER CARE FACILITY COMPRISED OF A 95 UNIT SENIOR INDEPENDENT/ASSISTANT LIVING FACILITY

ENV PROJECT DESCRIPTION:
The construction, use and maintenance of a new eldercare facility for senior independent and assisted living on a 60,720 square-foot lot. The project site is zoned (T)RS-1 and is currently vacant. The proposed eldercare facility will be 4 stories, 44 feet in height and approximately 76,500 square feet of total floor area, and will include 85 one-bedroom units and 10 two-bedroom units for 95 total residential units. Proposed ancillary facilities include a recreation room, gym and fitness area, computer room, media room, library, an open courtyard, outdoor living room, including a total of 9,908 square feet of common and private open space, and 74 on-site parking spaces. The proposed eldercare facility will provide independent and assisted residential living space for senior citizens, and will be non-institutional in nature.

Requested entitlements include an Eldercare Unified Permit pursuant to Section 14.3.1 of the Municipal Code to permit an eldercare use in the (T)RS-1 Zone, and Site Plan Review pursuant to Section 16.05 of the Municipal Code for a project of more than 50 residential dwelling units.

ENVIRONMENTAL SETTINGS:
The project site is a level rectangular through parcel located on the south side of Sherman Way, a designated Scenic Major Highway Class II, and the north side of Enadia Way, a Local Street, between Lurline and De Soto Avenues. The subject property has a 230.09-foot at-grade frontage of on the south side of south side of Sherman Way and the north side of Enadia Way and a depth of 285 feet. The property has a total land area of 65,624 square feet or approximately 1.5 acres prior to dedications. The site is currently vacant.

The subject property is zoned (T)RS-1 and within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area, which designates the property for Low Medium II Residential with corresponding zones of RD1.5, RD2, RW2, and RZ2.5 on the north half of the site fronting Sherman Way, and Low Residential with corresponding zones of RE9, RS, R1, RU, RD6 & RD5 on the south half of the site fronting Enadia Way. The site is not located within any specific plans, overlay districts, or interim control ordinances, but is within the Reseda/Canoga Park Earthquake Disaster Assistance Project established by the Community Redevelopment Agency. The project site is not within an Alquist-Priolo Fault Zone, flood zone, fire hazard area, high wind velocity area, or landslide area, however, it is within a liquefaction zone. The site is also located approximately 600 feet to the west of Brown's Canyon Wash county flood control channel.

The surrounding neighborhood consists of a mixture of commercial uses, multiple-family and single-family residential uses. The adjoining properties to the east and across Enadia Way to the south are zoned RS-1 and improved with ons-story single-family dwellings. The properties to the north across Sherman Way are zoned RA-1, [T]R3-1 and R3-1, and improved with and a one-story California Department of Motor Vehicles office, a large surface parking lot, and two-story apartment buildings. The adjoining properties to the west are zoned [Q]C1.5-1 and improved with a three-story commercial building occupied by El Proyecto del Barrio, a bilingual, bicultural comprehensive community service center providing health care, drug/alcohol prevention and treatment, health education and prevention targeted toward the Latino and economically disadvantaged youth and adults of the San Fernando Valley, with additional commercial buildings farther to the west including an auto repair business and a motel fronting on De Soto Avenue.

PROJECT LOCATION: 20750 W SHERMAN WAY		
COMMUNITY PLAN AREA: CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS **STATUS:** ☐ Does Conform to Plan ✓ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** SOUTH VALLEY	**CERTIFIED NEIGHBORHOOD COUNCIL:** WINNETKA
EXISTING ZONING: (T)RS-1	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 8 dwelling units	**LA River Adjacent:** NO
GENERAL PLAN LAND USE: LOW RESIDENTIAL|LOW MEDIUM II RESIDENTIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 27 dwelling units	
	PROPOSED PROJECT DENSITY: 95 units for senior citizens	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

Signature	Title	Phone
	City Planner	(213) 473-9987

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 that 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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "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 sources 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.

Environmental Factors Potentially Affected:

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

✓ AESTHETICS	✓ GREEN HOUSE GAS EMISSIONS	☐ POPULATION AND HOUSING
☐ AGRICULTURE AND FOREST RESOURCES	☐ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
✓ AIR QUALITY	✓ HYDROLOGY AND WATER QUALITY	☐ RECREATION
☐ BIOLOGICAL RESOURCES	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/TRAFFIC
☐ CULTURAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES AND SERVICE SYSTEMS
☐ GEOLOGY AND SOILS	✓ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
Southern California Conference of Seventh-Day Adventists

PHONE NUMBER:
(818) 546-8420

APPLICANT ADDRESS:
1535 Chevy Chase Drive
Glendale, CA 91206-4107

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
04/11/2012

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		
II. AGRICULTURE AND FOREST RESOURCES					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?		✓		
e.	Create objectionable odors affecting a substantial number of people?				✓
IV. BIOLOGICAL RESOURCES					
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 Game or U.S. Fish and Wildlife Service?				✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓
V. CULTURAL RESOURCES					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	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?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
h.	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?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓		
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	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?		✓		
f.	Otherwise substantially degrade water quality?		✓		
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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 expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	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: Police protection?			✓	
c.	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: Schools?			✓	
d.	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: Parks?			✓	
e.	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: Other public facilites?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
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?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e.	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?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓		
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓		
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
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?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2012-946-MND** and the associated case(s), **ZA-2012-0644(ELD)(SPR)**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JEFFREY POOL	City Planner	(213) 473-9987	04/19/2012

Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	The project site is not located within or near any known scenic vista.	
b.	LESS THAN SIGNIFICANT IMPACT	The project site is in a built-up urban area and is not located near any known scenic resources.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The construction of a new building has the potential to degrade the existing visual character or quality of the site if it is not maintained free of trash, graffiti and other forms of vandalism. Mitigation measures have been included to ensure visual surroundings are not negatively impacted during and post construction, which will reduce any impacts to a less than significant level.**	**I-10, I-50, I-90**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project has the potential to affect surrounding properties by creating new sources of light, but the Mitigation Measures will reduce these impacts to a less than significant level.**	**I-120**
II. AGRICULTURE AND FOREST RESOURCES			
a.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
b.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
c.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
d.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
e.	NO IMPACT	The project site is located in a developed urban area. There is no farmland or agricultural or forest uses on or in close proximity to the site. No impact will occur.	
III. AIR QUALITY			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per SQAMD. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to cause any substantial pollutant concentrations. Impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to cause any substantial pollutant concentrations. Impacts will be less than significant.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project includes senior citizen housing, which could expose residents to pollutants due to existing ambient air pollution in the vicinity, but the Mitigation Measure will reduce impacts to a less than significant level.**	**III-50**
e.	NO IMPACT	The project is not expected to cause any objectionable odors. No impact will result.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	The project site is fully developed and within a highly urbanized area, and does not contain any biological resources or habitat area. No impact will result.	
b.	NO IMPACT	The project site is does not contain any riparian habitat or other recognized biological resources. No impact will result.	
c.	NO IMPACT	The project site is does not contain any wetlands. No impact will result.	
d.	NO IMPACT	The project site does not contain any significant trees other natural habitat area. No impact will result.	
e.	NO IMPACT	The project site does not contain any protected trees other natural habitat area. No impact will result.	
f.	NO IMPACT	The proposed project does not have the potential to conflict with the provisions of an adopted Habitat Conservation Plan or other approved habitat conservation plan. No significant trees or other natural habitat areas are located on-site. No impact will result.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	The project is not located in the immediate vicinity of any known historic resources. No impact will result.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known archaeological resources; however, the applicant shall abide by current law if archaeological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not located on a site with any known paleontological resources; however, the applicant shall abide by current law if paleontological resources are discovered during grading or construction. Therefore, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	No human remains are expected to be located on the project site; however, the applicant shall abide by current law if human remains are discovered during grading or construction. Therefore, impacts will be less than significant.	
VI. GEOLOGY AND SOILS			
a.	LESS THAN SIGNIFICANT IMPACT	The site is not located in an Alquist-Priolo Earthquake Fault Zone, and it is 11.6 km. from the nearest known fault. All structures will be required to meet the City's Seismic Safety standards. Therefore, impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The site may be subject to strong ground shaking as it is less than 12 km. from a fault. However, all structures will be required to meet the City's Seismic Safety standards. Therefore, impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site is located within a liquefaction zone. However, all construction must comply with the applicable Building and Safety regulations for the site. Therefore, impacts will be less than significant.	
d.	NO IMPACT	The project site is not located in a landslide area. No impact will result.	
e.	LESS THAN SIGNIFICANT IMPACT	The project does not involve any significant grading or excavation and therefore will not result in any soil erosion of loss of topsoil.	
f.	LESS THAN SIGNIFICANT IMPACT	The project site is located within a liquefaction zone. However, all construction must comply with the applicable Building and Safety regulations for the site. Therefore, impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	The project site is not located in an area known to have expansive soils. No impact will result.	
h.	NO IMPACT	No septic tanks or alternative waste disposal systems are proposed. The project will be served by the City's sewer system. No impact will result.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The proposed new construction of an eldercare building may increase the emission of greenhouse gases (GHG) during construction and operation phases of the project. Mitigation measures have been incorporated to reduce the pollution impacts to a less than significant level.**	VII-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The proposed new construction of an eldercare building may increase the emission of greenhouse gases (GHG) during construction and operation phases of the project. Mitigation measures have been incorporated to reduce the pollution impacts to a less than significant level.**	See MM VII-10.
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	No hazardous materials are proposed to be routinely transported, used, or disposed of as a part of the project. No impact will result.	
b.	NO IMPACT	The project site is not located a Methane Zone, and no hazardous materials are proposed to be routinely transported, used, or disposed of as a part of the project. No impact will result.	
c.	NO IMPACT	The project site is not located with 1/4 mile of a school, and hazardous emissions or the handling of hazardous materials, substances or waste is not anticipated. No impact will result.	
d.	NO IMPACT	The project site is not included on a list of known hazardous materials sites. No impact will result.	
e.	NO IMPACT	The project site is not located within an airport land use plan or within two miles of any public airport. No impact will result.	
f.	NO IMPACT	The project site is not located within two miles of any private airstrip. No impact will result.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	The proposed project will not impair the implementation of or interfere with an emergency response or evacuation plan. Construction plans shall be reviewed by Building and Safety as well as the Fire Department. No impact will result.	
h.	NO IMPACT	The project site is not within a Very High Fire Hazard Severity Zone, and is in a developed urbanized area that is not subject to wildland fires. No impact will result.	
IX. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT	The proposed project is not anticipated to violate any water quality or waste discharge requirements. The project does not involve a process that would result in a point source discharge to a receiving water body nor is the project anticipated to create conditions, which may result in soil erosion, sediment runoff or nonpoint sources of contamination. However, Mitigation Measures will be incorporated to ensure that proper care of stormwater run-off.	
b.	NO IMPACT	The proposed project is not anticipated to significantly affect any groundwater supplies as it involves the construction of a building among other inhabited buildings. The project will be supplied by LADWP.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may have new impacts on drainage; however, such drainage would not cause substantial erosion or siltation on- or off-site. Impacts will be less than significant level.	
d.	LESS THAN SIGNIFICANT IMPACT	The project may have new impacts on drainage; however, such drainage would not cause significant flooding because of the Mitigation Measures required and the site is not located within a flood zone. Impacts will be less than significant.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project may create increased and/or polluted runoff during its construction phase and as a result of the new building and paved parking lot proposed on the site. However, the Mitigation Measures will reduce the impacts to a less than significant level.**	**IX-20, IX-40**
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project could degrade water quality through increased and/or polluted runoff during its construction phase and as a result of the new building and paved parking lot proposed on the site. However, the Mitigation Measures will reduce the**	**See MM IX-20, IX-40.**

	Impact?	Explanation	Mitigation Measures
		impacts to a less than significant level.	
g.	NO IMPACT	The project is not located within a flood prone area. No impact will result.	
h.	NO IMPACT	The project is not located within a flood prone area. No impact will result.	
i.	NO IMPACT	The project site is not located in a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsunamis, or mudflow. No impact will result.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	The project will not divide an established community. No impact will result.	
b.	LESS THAN SIGNIFICANT IMPACT	The Municipal Code (zoning ordinance) requires specific entitlements to allow the proposed project, which the project is seeking through this request. Therefore, with the approval of the requested entitlements, the project will not be in conflict with the zoning code, and impacts will be less than significant.	
c.	NO IMPACT	The project is located in an urbanized area that is not subject to any habitat conservation plan or natural community conservation plan. No impact will result.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	No impacts are anticipated as the site is not located in a known area of mineral resources.	
b.	NO IMPACT	No impacts are anticipated as the site is not located in a known area of mineral resources.	
XII. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	Any excessive noise is anticipated to be created only during the construction phase of the project. The presence of residential units and parking is not anticipated to create excessive noise levels. Impacts will be less than significant.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project may create significant groundbourne noise at times during its construction phase. However, the Mitigation Measures will reduce the impacts to a less than significant level.**	**XII-20**
c.	LESS THAN SIGNIFICANT IMPACT	The project consists of residential units and parking and is not anticipated to significantly increase ambient noise levels in the vicinity. Impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project could result in temproray or periodic increases in ambient noise during its construction and due to its driveway and parking lot located adjacent to residential lots. However, the Mitigation Measures will reduce the impacts to a less than significant level.**	**XII-30 See MM XII-20.**
e.	NO IMPACT	The project site is not located within an airport land use plan or within two miles of any public airport. No impact will result.	
f.	NO IMPACT	The project site is not located within two miles of any private airstrip. No impact will result.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	The project proposes 95 new senior residential units, but does not reach a threshold to require mitigation measures. Impacts will be less than significant.	
b.	NO IMPACT	The project will not displace any existing housing. No impact will result.	
c.	NO IMPACT	The project will not displace any existing residents. No impact will result.	
XIV. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project consists of 95 senior residential units, which could impact fire safety of the project residents or result in increased calls for emergency service to the site by the Fire Department. However, the Mitigation Measure will reduce any impacts to a less than significant level.**	**XIV-10**
b.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to increase the demand for police services in the area. No impact will result.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will house senior citizens only. Therefore, it will not increase the demand for schools in the area. No impact will occur.	
d.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to increase the usage of or demand for parks in the area. No impact will occur.	
e.	LESS THAN SIGNIFICANT IMPACT	The project will will not induce significant population growth and is not expected to generate significant demand for other types of public facilities.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to increase the usage of parks or other recreational facilities in the area. Impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The project includes new on-site recreational facilities to serve its residents only, which will not significantly impact the environment, and it is not expected to significantly increase the usage of existing recreational facilities in the area. Impacts will be less than significant.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project will increase the number of daily trips for the site; however it does not reach a threshold that requires preliminary review by the Department of Transportation for the potential need of a traffic study. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project will increase the number of daily trips for the site; however it does not reach a threshold that requires preliminary review by the Department of Transportation for the potential need of a traffic study. Impacts will be less than significant.	
c.	NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	LESS THAN SIGNIFICANT IMPACT	The project does not involve any design features that are unusual for the area or any incompatible uses. Impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The project will require approval of plans by the Fire Department, including emergency access, and must comply with all applicable City fire safety regulations. Impacts will be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to affect any adopted policies, plans, or programs regarding public transit, bicycle, pedestrian or alternative transportation facilities in the area. Impacts will be less than significant.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to significantly affect wastewater generation in the area. Impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to significantly affect the demand for water or wastewater facilities in the area. Impacts will be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will not significantly alter the existing drainage pattern of the site or area to require new facilities. Impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project has the potential to cumulatively impact existing water supplies. The referenced Mitigation Measures shall apply to reduce potential impacts to a less than significant level.**	**XVII-10, XVII-20, XVII-40**
e.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to significantly affect wastewater generation in the area. Impacts will be less than significant.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project has the potential to increase the amount of solid waste going to landfills and could have a cumulative impact on the City's waste disposal capacity. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.**	**XVII-90, XVII-100**
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**The project has the potential to increase the amount of solid waste going to landfills and could have a cumulative impact on the City's waste disposal capacity. The referenced Mitigation Measures shall apply to reduce impacts to a less than significant level.**	**See MM XVII-90, XVII-100.**
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant animal community. The project is located in a developed, urbanized area and will not disrupt or hinder any known habitats. No impact will result.	
b.	LESS THAN SIGNIFICANT IMPACT	The project has impacts that are individually limited but could be cumulatively considerable. However, the mitigation measures that have been incorporated will reduce any such impacts to a less than significant level.	
c.	LESS THAN SIGNIFICANT IMPACT	With the required mitigation measures, the proposed project will not significantly impact human beings.	

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
1-10. Aesthetics (Landscape Plan) • Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:							
• All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.	"City Planning" approved landscape plan must be obtained	Prior to Certificate of Occupancy	Upon completion of project only.	LADBS & Owner			
1-50. Aesthetics (Surface Parking) • Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:							
• A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.	City approval of Landscape	Prior to Certificate of Occupancy	Upon completion of project only.	LADBS & Owner			
• The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.	City approval of Landscape	Prior to Certificate of Occupancy	Upon completion of project only.	LADBS & Owner			

Key: **CDC – Los Angeles County Community Development Commission**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
• Palm trees shall not be considered in meeting this requirement.	City approval of Landscape	Prior to Certificate of Occupancy	Upon completion of project only.	LADBS & Owner			
• The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K-Vehicular Use Areas.	City approval of Landscape	Prior to Certificate of Occupancy	Upon completion of project only.	LADBS & Owner			
1-90. Aesthetics (Vandalism) • Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:							
• Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Cod1: Section 91.8104.	Monthly inspection by Property Managemen t	After Certificate of Occupancy	Monthly	Owner			
• The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.	Anti-Graffiti paint must be applied to all surfaces.	After Certificate of Occupancy	Monthly	Owner			
1-120. Aesthetics (Light) • Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:							

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
• Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. 111-50. Air Pollution (Stationary)	Approval of Building Plans required.	Prior to permit issuance and at Certificate of Occupancy issuance.	Certificate of Occupancy issuance.	LADBS			
• Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:	Approval of Building Plans required.	Prior to permit issuance and at Certificate of Occupancy issuance.	Certificate of Occupancy issuance.	LADBS			
• An air filtration system shall be installed and maintained with filters meeting or exceeding the ASH RAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.	Approval of Building Plans required.	Prior to permit issuance and at Certificate of Occupancy issuance.	Certificate of Occupancy issuance.	LADBS			
111-50. Air Pollution (Stationary) • Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:							
• An air filtration system shall be installed and maintained with filters meeting or	Approval of Building Plans	Prior to permit issuance and	Certificate of Occupancy	LADBS			

Key: **CDC – Los Angeles County Community Development Commission**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.	required.	at Certificate of Occupancy issuance.	issuance.				
VII-1 0. Green House Gas Emissions • The project will result in impacts resulting in increased greenhouse gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):							
• Install a demand (tank less or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).	Approval of Building Plans required.	Prior to permit issuance and at Certificate of Occupancy issuance.	Certificate of Occupancy issuance.	LADBS			
• Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.	Approval of Building Plans required.	Prior to permit issuance and at Certificate of Occupancy issuance.	Certificate of Occupancy issuance.	LADBS			
IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)							
• Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			
• Leaks, drips and spills shall be cleaned up immediately	Approval of	Plan	Monthly	LADBS			

Key: CDC – Los Angeles County Community Development Commission

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.	storm water SWPPS plan.	approval & during construction					
• All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			
• Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			
• Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			
IX-40. Standard Urban Stormwater Mitigation Plan (Hillside Residential and All10-or-more-unit Subdivisions and Multi-Family Dwellings)							
• Environmental impacts rnay result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			

Key: **CDC – Los Angeles County Community Development Commission**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/):							
• Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in	Approval of storm water SWPPS plan.	Plan approval & during construction	Monthly	LADBS			

Key: CDC – Los Angeles County Community Development Commission

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.							
• Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.	Maintenance of storm water system.	Post construction.	Yearly	Owner			
• Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.	Approval of storm water plans.	Plan Check	Prior to permit approval.	LADBS			
• Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.	Approval of storm water plans.	Plan Check	Prior to permit approval.	LADBS			
• Maximize trees and other							

Key: **CDC – Los Angeles County Community Development Commission**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.	Approval of storm water plans	Plan Check	Prior to permit approval.	LADBS			
• Preserve riparian areas and wetlands.	Approval of storm water plans	Plan Check	Prior to permit approval.	LADBS			
• Promote natural vegetation by using parking lot islands and other landscaped areas.	Approval of storm water plans	Plan Check	Prior to permit approval.	LADBS			
• Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.	Approval of plans by Bureau of Sanitation	Plan Check	Prior to permit approval.	LADBS			
• Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock,	Approval of Grading plans.	Plan Check	Yearly	Owner			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.							
• All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.	Approval of Grading plans.	Plan Check	Yearly	Owner			
• Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.	Approval of Grading plans.	Plan Check	Yearly	Owner			
• Legibility of stencils and signs must be maintained.	Approval of Grading plans.	Plan Check	Yearly	Owner			
• Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that	Approval of Grading plans.	Plan Check	Yearly	Owner			

Key: **CDC – Los Angeles County Community Development Commission**

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.							
• The storage area must be paved and sufficiently impervious to contain leaks and spills.	Approval of Grading plans.	Plan Check	Yearly	Owner			
• The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.	Approval of Grading plans.	Plan Check	Yearly	Owner			
• The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.	Approval of Grading plans.	Plan Check	Yearly	Owner			
{Multiple Residential							

Key: CDC – Los Angeles County Community Development Commission

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Dwellings of 10+ Units of Single- or Multi-Family, incl. Subdivisions):							
• Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.	Approval of Grading plans.	Plan Check	Yearly	LADBS & LA City Planning			
• Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.	Approval of Grading plans.	Plan Check	Yearly	LADBS			
• Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways: i. Hybrid Lot- parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt; ii. Parking Grove - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking	Approval of Grading plans.	Plan Check	Yearly	LADBS			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.							
• Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division	Approval of Grading plans.	Plan Check	Yearly	LADBS			
• Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.	Approval of Landscape plans	Plan Check	Yearly	LADBS			
• Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.	Approval of Landscape plans	Plan Check	Yearly	LADBS			
XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)							
• The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission	Approval of Building plans	Plan Check	Yearly	LADBS			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
or creation of noise beyond certain levels at adjacent uses unless technically infeasible.							
• Construction and demolition shall be restricted to the hours of 7:00am to 6:00pm Monday through Friday, and 8:00 am to 6:00pm on Saturday.	Weekly inspections @ construction site.	During construction	Weekly	LADBS			
• Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.	Weekly inspections @ construction site.	During construction	Weekly	LADBS			
• The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.	Weekly inspections @ construction site.	During construction	Weekly	LADBS			
XII-30. Increased Noise Levels (Parking Wall) • Environmental impacts to the adjacent residential properties may result due to noise from parking on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:							
• A 6-foot-high solid decorative masonry wall adjacent to residential use and/or zones shall be constructed if no such wall exists.	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
XIV-10. Public Services (Fire) • Environmental impacts may result from project implementation due to the location of the project in an area having marqinal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:							
• The following							

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADFD			
XVII-1 0. Utilities (Local Water Supplies- Landscaping) • Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:							
• The project shall comply with Ordinance No. 170,978 0Nater Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).							
In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:							
• Weather-based irrigation controller with rain shutoff	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• Matched precipitation (flow) rates for sprinkler heads	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• Drip/microspray/subsurface irrigation where appropriate	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• Minimum irrigation system distribution uniformity of 75 percent	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• Proper hydro-zoning, turf							

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
minimization and use of native/drought tolerant plan materials	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• Use of landscape contouring to minimize precipitation runoff	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
• A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.	Approval of plans & final inspection	Upon final inspection	Prior to COF	LADBS			
XVII-20. Utilities (Local Water Supplies- All New Construction) • Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:							
• If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.	Approval of plans by LADWP	Upon permit issuance	Prior to permits	LADWP			
• Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
• Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
• A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
• Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
XVII-40. Utilities (Local Water Supplies -New Residential) • Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:							
• Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
minute.							
• Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
• Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
XVII-90. Utilities (Solid Waste Recycling) • Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:							
• (Operational) Recycling							

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.	Approval of plans for permit	Prior to permit issuance	Prior to permits	LADBS			
• (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.	Provide certificates during demolition	During demolition	Monthly	LADBS & Contractor			
• (Construction/Demolition) To facilitate on-site separation and recycling of demolition- and	Provide certificates during demolition	During demolition	Monthly	LADBS & Contractor			

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Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.							
XVII-100. Utilities (Solid Waste Disposal)							
• All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.	Provide certificates during demolition	During demolition	Monthly	LADBS & Contractor			

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ZONING ADMINISTRATION Fax:213-978-1334 Jan 23 2014 02:11pm P001/001

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
LADBS = Los Angeles Department of Building and Safety DCP = Los Angeles Department of City Planning DOT= Department of Transportation BOS = Bureau of Sanitation UFD = Urban Forestry Division							

CHARLIE RAUSCH
ASSOCIATE ZONING ADMINISTRATOR

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CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	**COUNCIL DISTRICT:** CD 2 - WENDY GREUEL	**DATE:** 01/26/2006
RESPONSIBLE AGENCIES:		

ENVIRONMENTAL CASE: ENV-2005-7821-MND	**RELATED CASES:** VTT-63150, APCSV-2005-7950-ZC-ZAA-SPR
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ✔ Does NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
VESTING TENTATIVE TRACT 52-UNIT RESIDENTIAL CONDOMINIUM/4,000 SF RETAIL

ENV PROJECT DESCRIPTION:
VESTING TENTATIVE TRACT MAP NO. 63150 TO PERMIT A ONE-LOT SUBDIVISION OF A 26,644 NET SQUARE FOOT LOT FOR A NEW 52-UNIT RESIDENTIAL CONDOMINIUM AND 4,000 SQUARE FEET OF COMMERCIAL RETAIL IN THE C1-1VL AND P-1VL ZONES. THE PROJECT ALSO INCLUDES A ZONE CHANGE FROM C1-1VL AND P-1VL TO RAS4-1VL ZONE, A ZONING ADMINISTRATOR'S ADJUSTMENT FOR A 10% INCREASE OF PERMITTED HEIGHT OF 55 FEET IN LIEU OF THE REQUIRED 50 FEET, AND A SITE PLAN REVIEW FOR THE DEVELOPMENT OF 52 RESIDENTIAL CONDOMINIUM UNITS.

ENVIRONMENTAL SETTINGS:
THE SITE, TOTALING 26,644 NET SQUARE FEET, IS LOCATED IN THE C1-1VL AND P-1VL ZONES AND IS CURRENTLY DEVELOPED WITH AN AUTO BODY REPAIR SHOP PROPOSED TO BE REMOVED. ADJACENT USES INCLUDE COMMERCIAL USES INCLUDING AN AUTO REPAIR SHOP TO THE NORTH IN THE C1-1VL ZONE, A MULT-FAMILY DWELLING IMMEDIATELY TO THE EAST, AND A CLINIC AND MULTI-FAMILY DWELLINGS IMMEDIATELY TO THE WEST BOTH ON LOTS WITH SPLIT ZONING OF C1-1VL AND P-1VL, AND A SINGLE-FAMILY DWELLINGS TO THE SOUTH IN THE R1-1 ZONE. SHERMAN WAY IS A CLASS II MAJOR HIGHWAY WITH A 100-FOOT WIDTH AT THE PROJECT'S FRONTAGE.

PROJECT LOCATION:
13604 W. SHERMAN WAY

COMMUNITY PLAN AREA: VAN NUYS - NORTH SHERMAN OAKS **STATUS:** ☐ Preliminary ☐ Proposed ✔ ADOPTED SEPTEMBER 9, 1998 ☐ Does Conform to Plan ✔ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** SOUTH VALLEY	**CERTIFIED NEIGHBORHOOD COUNCIL:** VAN NUYS
EXISTING ZONING: C1-1VL AND P-1VL	**MAX. DENSITY ZONING:** 54 UNITS/ACRE	
GENERAL PLAN LAND USE: NEIGHBORHOOD OFFICE COMMERCIAL	**MAX. DENSITY PLAN:** 108 UNITS/ACRE	
	PROPOSED PROJECT DENSITY: 52 UNITS	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

Signature	Title	Phone
	CITY PLANNING ASSOCIATE	(213) 978-1381

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 that 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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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 sources 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 whichever 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.

Environmental Factors Potentially Affected:

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

✔ **AESTHETICS**	✔ **HAZARDS AND HAZARDOUS MATERIALS**	✔ **PUBLIC SERVICES**
☐ **AGRICULTURAL RESOURCES**	✔ **HYDROLOGY AND WATER QUALITY**	✔ **RECREATION**
✔ **AIR QUALITY**	✔ **LAND USE AND PLANNING**	✔ **TRANSPORTATION/CIRCULATION**
☐ **BIOLOGICAL RESOURCES**	☐ **MINERAL RESOURCES**	✔ **UTILITIES**
☐ **CULTURAL RESOURCES**	✔ **NOISE**	☐ **MANDATORY FINDINGS OF SIGNIFICANCE**
✔ **GEOLOGY AND SOILS**	☐ **POPULATION AND HOUSING**	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
SECURED REAL ESTATE, LLC

PHONE NUMBER:
(310) 577-1808

APPLICANT ADDRESS:
4040 DEL REY AVENUE, SUITE 10
MARINA DEL REY, CA 90292

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:
10/31/2005

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?		✓		
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?		✓		
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?				✓
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
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?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA '15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA '15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : \r\nRUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				✓
b.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSTRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nSEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING :\r\nLANDSLIDES?				✓
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?			✓	
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	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?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?			✓	
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?			✓	
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	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?		✓		
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?		✓		
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?		✓		
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?				✓
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
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 EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?			✓	
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?			✓	
c.	SCHOOLS?		✓		
d.	PARKS?		✓		
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?		✓		
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?		✓		
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?			✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?			✓	
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?		✓		
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?			✓	
e.	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			✓	
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT=S SOLID WASTE DISPOSAL NEEDS?			✓	
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?		✓		
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				✓
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE?\r\n(@CUMULATIVELY CONSIDERABLE@ MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL 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 CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?			✓	

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2005-7821-MND** and the associated case(s), **VTT-63150, APCSV-2005-7950-ZC-ZAA-SPR** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.
Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
HENRY CHU	CITY PLANNING ASSOCIATE	(213) 978-1381	02/01/2006

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	THERE ARE NO SCENIC VISTAS AND AS SUCH, NO IMPACT WILL RESULT FROM THE PROPOSED 52-RESIDENTIAL UNIT AND 4,000 SQUARE FEET COMMERCIAL SPACE MIXED-USE PROJECT.	
b.	NO IMPACT	THE SITE DOES NOT CONTAIN ANY SCENIC RESOURCES. NO IMPACT WOULD RESULT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE MIXED-USE DEVELOPMENT WILL NEED TO BE LANDSCAPED TO MITIGATE THE CONSTRUCTION OF THE PROPOSED PROJECT. ALSO, ANTI-GRAFFITI MEASURES WILL BE INCORPORATEDTO MAINTAIN THE EXISTING VISUAL CHARACTER. THE IMPACT WILL BE LESS THAN SIGNIFICANT AFTER MITIGATION.**	**I b2, I b4**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT WILL BE 55 FEET HIGH. THE LIGHT FROM THE BUILDINGS WILL NEED TO BE SHIELDED DOWNWARD. THE IMPACT WILL BE LESS THAN SIGNIFICANT AFTER MITIGATION.**	**I c1**
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT	THE SITE IS ZONED C1-1VL AND P-1VL, WITH A NEIGHBORHOOD OFFICE COMMERCIAL LAND USE DESIGNATION. THE SITE IS PRESENTLY DEVELOPED WITH AN AUTO BODY REPAIR SHOP AND IS PROPOSED TO BE REMOVED. NO IMPACT WILL RESULT.	
b.	NO IMPACT	THE SITE IS ZONED C1-1VL AND P-1VL, WITH A NEIGHBORHOOD OFFICE COMMERCIAL LAND USE DESIGNATION. THE SITE IS PRESENTLY DEVELOPED WITH AN AUTO BODY REPAIR SHOP AND IS PROPOSED TO BE REMOVED. NO IMPACT WILL RESULT.	
c.	NO IMPACT	THE PROJECT WILL NOT RESULT IN OFF-SITE CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE.	
III. AIR QUALITY			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	THE ONE-LOT SUBDIVISION FOR 52 RESIDENTIAL UNITS AND 4,000 SQUARE FEET OF COMMERCIAL SPACE, WILL NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF EITHER PLAN.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE CONSTRUCTION PHASE MAY INCREASE THE EXISTING BASIN-WIDE AIR QUALITY VIOLATIONS, HOWEVER, THESE IMPACTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE PROPOSED MITIGATION MEASURES.**	**III d1**
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE CONSTRUCTION PHASE MAY INCREASE THE EXISTING BASIN-WIDE AIR QUALITY VIOLATIONS, HOWEVER, THESE IMPACTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE PROPOSED MITIGATION MEASURES.**	**SEE MITIGATION MEASURE III B**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE OPERATIONAL IMPACTS TO THE OCCUPANTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE USE OF AN AIR FILTRATION SYSTEM.**	**III d1**
e.	NO IMPACT	NO OBJECTIONABLE ODORS ARE ANTICIPATED TO RESULT FROM THIS RESIDENTIAL PROJECT.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	THE SITE CONTAINS AN AUTO REPAIR SHOP. NO SENSITIVE SPECIES ARE EXPECTED TO BE LOCATED ON THE SITE. NO IMPACT WILL RESULT.	
b.	NO IMPACT	THE SITE DOES NOT CONTAIN RIPARIAN HABITAT OR SENSITIVE NATURAL COMMUNITIES. NO IMPACT WOULD RESULT.	
c.	NO IMPACT	THE SITE DOES NOT CONTAIN WETLANDS. NO IMPACT WOULD RESULT.	
d.	NO IMPACT	THE PROJECT AREA IS FULLY DEVELOPED WITH AN AUTO REPAIR SHOP. THE SITE DOES NOT CONTAIN WILDLIFE CORRIDORS OR NURSERY SITES.	
e.	NO IMPACT	THE SITE DOES NOT CONTAIN ANY TREES. ALSO, THERE ARE NO OAK TREES LOCATED ON THE SITE. THERE WILL BE NO IMPACT.	
f.	NO IMPACT	THE PROPOSED PROJECT WILL NOT CONFLICT WITH ANY HABITAT CONSERVATION PLANS.	

	Impact?	Explanation	Mitigation Measures
V. CULTURAL RESOURCES			
a.	NO IMPACT	THE SITE DOES NOT CONTAIN ANY HISTORIC RESOURCES. NO IMPACT WOULD RESULT.	
b.	NO IMPACT	THE PROJECT IS NOT LOCATED IN AN AREA OF KNOWN ARCHAEOLOGICAL RESOURCES. NO IMPACT WOULD RESULT.	
c.	NO IMPACT	THE PROJECT IS NOT LOCATED IN AN AREA OF KNOWN PALEONTOLOGICAL RESOURCES. NO IMPACT WOULD RESULT.	
d.	NO IMPACT	NO HUMAN REMAINS ARE ANTICIPATED TO BE LOCATED AT THE PROJECT SITE. NO IMPACT WOULD RESULT.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	THE SITE IS NOT LOCATED IN AN ALQUIST PRIOLO ZONE. THERE WILL BE NO IMPACT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE SUBJECT PROPERTY IS SUBJECT TO STRONG SEISMIC SHAKING; HOWEVER, THIS IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY FOLLOWING THE UNIFORM BUILDING CODE STANDARDS DURING CONSTRUCTION.**	**VI aii**
c.	NO IMPACT	THE SUBJECT SITE IS NOT LOCATED IN A LIQUEFACTION AREA. THERE WILL BE NO IMPACT.	
d.	NO IMPACT	THE PROPERTY IS LEVEL AND NOT SUSCEPTIBLE TO LANDSLIDES. NO IMPACT WILL RESULT.	
e.	LESS THAN SIGNIFICANT IMPACT	SINCE THE PROJECT IS DEVELOPED WITH AN AUTO REPAIR SHOP, THE GRADING WILL RESULT IN A MINIMAL LOSS OF TOPSOIL; THIS IMPACT WILL BE LESS THAN SIGNIFICANT.	
f.	NO IMPACT	THE SUBJECT SITE IS NOT LOCATED ON A GEOLOGIC UNIT OR ON UNSTABLE SOIL. THERE WILL BE NO IMPACT.	
g.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN EXPANSIVE SOILS. NO IMPACT WOULD RESULT.	
h.	NO IMPACT	NO SEPTIC TANKS ARE PROPOSED AS PART OF THIS PROJECT. NO IMPACT WOULD RESULT.	
VII. HAZARDS AND HAZARDOUS MATERIALS			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	NO HAZARDOUS MATERIALS ARE PROPOSED TO BE ROUTINELY TRANSPORTED, USED, OR DISPOSED OF AS PART OF THIS MIXED-USE PROJECT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE LABORATORY RESULTS FOR THE PHASE I DOCUMENT STATE THAT THERE WERE NO SIGNIFICANT CHANGES FROM THE PREVIOUS PHASE I AND II STUDIES. NO ENVIRONMENTAL CONCERNS WERE IDENTIFIED BASED ON FINDINGS OF THE FORMER PHASE I AND LIMITED PHASE II ESA REPORTS, AND STATES THAT NO FURTHER INVESTIGATIONS WERE REQUIRED FOR THE SITE. THE EXISTING BUILDINGS ON THE SITE MAY CONTAIN ACM. AN ASBESTOS SURVEY AND REMOVAL OF ANY ACM MUST BE COMPLETED PRIOR TO ISSUANCE OF THE DEMOLITION PERMIT TO MITIGATE THE IMPACT TO LESS THAN SIGNIFICANT.**	**VII b5**
c.	NO IMPACT	NO HAZARDOUS MATERIALS ARE PROPOSED TO BE USED WITH THIS RESIDENTIAL PROJECT. NO IMPACT WOULD RESULT.	
d.	NO IMPACT	THE SITE IS NOT LOCATED ON A HAZARDOUS-MATERIALS LIST. NO IMPACT WOULD RESULT.	
e.	NO IMPACT	THE SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. THE PROJECT IS LOCATED 3.5 MILES EAST OF THE VAN NUYS AIRPORT. ACCORDING TO ZIMAS, THE PROJECT IS LOCATED IS LOCATED IN AN AIRPORT HAZARD AREA WITH A 400 FOOT HEIGHT LIMITATION. THE PROPOSED RESIDENTIAL PROJECT WOULD NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE AREA. NO IMPACT WOULD RESULT.	
f.	NO IMPACT	THE SITE IS NOT LOCATED NEAR A PRIVATE AIRSTRIP. THE SUBJECT SITE IS LOCATED 3.5 MILES EAST OF THE VAN NUYS AIRPORT. THE SUBJECT SITE IS LOCATED WITHIN THE 400' HEIGHT LIMIT ABOVE ELEVATION AIRPORT HAZARD. HOWEVER, THE PROJECT WILL ONLY BE 55 FEET IN HEIGHT. NO IMPACT WOULD RESULT.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	THIS MIXED-USE PROJECT IS PERMITTED IN THE PROPOSED ZONE AND WOULD NOT INTERFERE WITH ANY EMERGENCY RESPONSE OR EVACUATION PLANS.	
h.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN WILDLAND AREAS. THE IMPACT WILL BE LESS THAN SIGNFICANT.	
VIII. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	DUE TO SCALE OF THE PROJECT, IT IS NOT ANTICIPATED TO VIOLATE ANY WATER QUALITY OR WASTE DISCHARGE REQUIREMENTS. ALSO, STORMWATER BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED TO ENSURE THAT POLLUTION LEVELS IN STORMWATER DISCHARGE WILL COMPLY WITH APPLICABLE WATER QUALITY STANDARDS.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS NOT ANTICIPATED TO DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE. THE PROJECT WILL CONTINUE TO BE SUPPLIED WITH WATER BY THE DWP.	
c.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN A STREAM OR RIVER. THE SITE CURRENTLY DRAINS INTO THE SEWER AS WILL THE PROPOSED PROJECT. NO IMPACT WILL RESULT.	
d.	NO IMPACT	THE SITE IS CURRENTLY DEVELOPED WITH A AN AUTO REPAIR SHOP. CONSTRUCTION OF THE MIXED-USE BUILDING WILL NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE OF THE SITE.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL BE REQUIRED TO CONTROL RUNOFF USING STORMWATER BEST MANAGEMENT PRACTICES AND POLLUTION CONTROL MEASURES. AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	**VIII c2**
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL BE REQUIRED TO CONTROL RUNOFF USING STORMWATER BEST MANAGEMENT PRACTICES AND POLLUTION CONTROL MEASURES. AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	**SEE VIII E**

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	ACCORDING TO ZIMAS, THE SUBJECT SITE IS NOT LOCATED WITHIN A FLOOD ZONE. NO IMPACT WILL RESULT.	
h.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN A FLOOD ZONE. THERE WILL BE NO IMPACT.	
i.	NO IMPACT	THE PROPERTY IS NOT LOCATED IN A POTENTIAL DAM INUNDATION ZONE. NO IMPACT WOULD RESULT.	
j.	NO IMPACT	THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A INUNDATION ZONE FOR SEICHES, TSUNAMIS OR MUDFLOW. NO IMPACT WOULD RESULT.	
IX. LAND USE AND PLANNING			
a.	NO IMPACT	THE MIXED-USE PROJECT WOULD BE COMPATIBLE WITH THE ADJACENT MIXED LAND USES, AND WOULD NOT PHYSICALLY DIVIDE A COMMUNITY. NO IMPACT WOULD RESULT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT IS CONSISTENT WITH THE PROPOSED DENSITY REQUIREMENT OF THE RAS4 ZONE. THE PROJECT SITE HAS A NEIGHBORHOOD OFFICE COMMERCIAL LAND USE DESIGNATION, AND WOULD BE WITHIN THE MAXIMUM DENSITY OF THE COMMUNITY PLAN. THE PROJECT, WITH DISCRETIONARY APPROVAL OF THE REQUESTED ENTITLEMENTS, WOULD BE CONSISTENT WITH THE LAMC. THE APPLICANT HAS REQUESTED A ZONE CHANGE, A ZONING ADMINISTRATOR'S ADJUSTMENT, AND SITE PLAN REVIEW (SEE PROJECT DESCRIPTION). UPON APPROVAL OF THESE ENTITLEMENTS, THE IMPACT WOULD BE MITIGATED TO LESS THAN SIGNFICANT.**	**IX c** **THE APPLICANT HAS FILED A ZONE CHANGE, ADJUSTMENT AND SITE PLAN REVIEW (APCSV-2005-7950-ZC-ZAA-SPR). IF ANY THESE REQUESTED ENTITLEMENTS ARE NOT APPROVED, THE APPLICANT WILL BE REQUIRED TO RESUBMIT A REVISED MAP, AND BE REQUIRED TO RECEIVE NECESSARY DISCRETIONARY APPROVALS.**
c.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT WILL NOT CONFLICT WITH ANY APPLICABLE CONSERVATION OR NATURAL COMMUNITY CONSERVATION PLANS DUE TO ITS LOCATION IN A DEVELOPED, URBAN AREA.	
X. MINERAL RESOURCES			

	Impact?	Explanation	Mitigation Measures
a.	NO IMPACT	THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES. NO IMPACT IS EXPECTED TO RESULT.	
b.	NO IMPACT	THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES. NO IMPACT IS EXPECTED TO RESULT.	
XI. NOISE			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**DURING CONSTRUCTION OF THE PROJECT, THE APPLICANT WILL BE REQUIRED TO COMPLY WITH THE CITY'S NOISE ORDINANCE AND THE ATTACHED CONSTRUCTION NOISE MITIGATION MEASURES TO REDUCE THE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	**SEE VI E**
b.	NO IMPACT	THE PROJECT IS NOT ANTICIPATED TO RESULT IN EXCESSIVE GROUNDBORNE VIBRATION OR NOISE LEVELS.	
c.	NO IMPACT	THE PARKING RAMPS WILL NEED TO BE CONSTRUCTED FROM CONCRETE TO REDUCE THE NOISE IMPACT TO A LESS THAN SIGNIFICANT LEVEL. IN ADDITION, DOUBLE PANE GLASS SHALL BE INSTALLED ON ALL EXTERIOR WINDOWS HAVING A LINE OF SITE ONTO SHERMAN WAY TO MITIGATE IMPACT OF TRAFFIC NOISE ONTO PROJECT RESIDENTS.	
d.	LESS THAN SIGNIFICANT IMPACT	DURING CONSTRUCTION OF THE PROJECT, THE APPLICANT WILL BE REQUIRED TO COMPLY WITH THE CITY'S NOISE ORDINANCE AND THE ATTACHED CONSTRUCTION NOISE MITIGATION MEASURES TO REDUCE IMPACT TO A LESS THAN SIGNFICANT LEVEL.	
e.	NO IMPACT	THE SUBJECT SITE IS NOT WITHIN AN AIRPORT PLAN. THE NEAREST AIRPORTS ARE BURBANK AIRPORT WHICH IS OVER FIVE MILES EAST OF THE PROJECT SITE AND THE VAN NUYS AIRPORT, WHICH IS 3.5 MILES WEST OF THE PROJECT SITE. THERE WOULD BE NO IMPACT.	
f.	NO IMPACT	THE PROJECT IS NOT LOCATED WITHIN A FLIGHT PATH, AS SUCH IT IS NOT ANTICIPATED TO HAVE A NOISE IMPACT.	
XII. POPULATION AND HOUSING			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WILL INTRODUCE 52 RESIDENTIAL UNITS AND 4,000 SQUARE FEET OF COMMERCIAL SPACE. IT WILL SERVE THE EXISTING POPULATION, AND WILL NOT EXCEED WHAT IS PERMITTED ON-SITE.	
b.	NO IMPACT	NO NET HOUSING WILL BE DISPLACED AS A RESULT OF THIS PROJECT. THE CURRENT USE IS AN AUTO REPAIR SHOP, AND NO RESIDENTS ARE LOCATED ON THE SITE. NO IMPACT WILL RESULT.	
c.	NO IMPACT	THE PROJECT WILL NOT DISPLACE FAMILIES AND WOULD NOT NECESSITATE REPLACEMENT HOUSING SINCE THERE ARE NO TENANTS ON THE SITE. THERE WILL BE NO IMPACT.	
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE NEW MIXED-USE PROJECT CREATES POTENTIAL CHALLENGES FOR THE FIRE DEPARTMENT BY INCREASING THE RISK OF FIRE ON SITE AND CREATING POTENTIAL ACCESS ISSUES. FIRE DEPT. APPROVAL IS REQUIRED TO ENSURE ADEQUATE FIRE PREVENTION MEASURES ARE INCORPORATED INTO THE PROJECT DESIGN.**	**XIII a**
b.	LESS THAN SIGNIFICANT IMPACT	THE NEW MIXED-USE PROJECT CREATES POTENTIAL CHALLENGES FOR THE POLICE DEPT. BY INCREASING OPPORTUNITIES FOR CRIMINAL ACTIVITIES ON OR NEAR THE SITE. POLICE DEPT. APPROVAL IS REQUIRED TO ENSURE ADEQUATE CRIME PREVENTION MEASURES ARE INCORPORATED INTO PROJECT DESIGN. THE IMPACT WILL BE LESS THAN SIGNIFICANT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL INCREASE THE DEMAND ON AREA SCHOOLS, HOWEVER THE IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE PAYMENT OF SCHOOL FEES TO LAUSD.**	**XIII c1**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL RESULT IN AN INCREASE IN THE USE OF PARKS, HOWEVER, THIS IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE PAYMENT OF QUIMBY FEES.**	**SEE MITIGATION MEASURE XIV**

	Impact?	Explanation	Mitigation Measures
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**STREET DEDICATIONS MAY BE REQUIRED BY THE BUREAU OF ENGINEERING TO IMPROVE SHERMAN WAY. AFTER MITIGATION, THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	**XIII e**
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE INCREASED USE OF PARKS BY THIS RESIDENTIAL PROJECT WILL BE MITIGATED BY THE PAYMENT OF QUIMBY FEES.**	**XIV a**
b.	NO IMPACT	THE CONSTRUCTION OF THIS MIXED-USE PROJECT WILL NOT RESULT IN THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES.	
XV. TRANSPORTATION/CIRCULATION			
a.	LESS THAN SIGNIFICANT IMPACT	LA DOT REVIEWED THE PROJECT AND DETERMINED THE 52-UNIT MIXED USE PROJECT WILL NOT SIGNIFICANTLY CONTRIBUTE TO AN INCREASE IN AM/PM PEAK HOUR TIMES. THERE WILL BE A LESS THAN SIGNIFICANT IMPACT.	
b.	LESS THAN SIGNIFICANT IMPACT	LA DOT REVIEWED THE 52-UNIT MIXED-USE PROJECT AND DETERMINED THAT THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE THE LEVEL OF SERVICE ON THE SURROUNDING STREETS. THERE WOULD BE A LESS THAN SIGNIFICANT IMPACT.	
c.	NO IMPACT	NO CHANGE IN AIR TRAFFIC PATTERNS WILL RESULT FROM THE PROPOSED RESIDENTIAL PROJECT.	
d.	NO IMPACT	THE PROJECT DOES NOT INCLUDE ANY HAZARDOUS DESIGN FEATURES. NO IMPACT WOULD RESULT.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**BOTH LADOT AND LAFD WILL REVIEW THE PROJECT'S EMERGENCY ACCESS TO ENSURE THAT POTENTIAL IMPACTS ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL.**	**XV e**
f.	NO IMPACT	THE PROJECT PROVIDES 121PARKING SPACES INCLUDING 13 FOR GUEST PARKING, AND ALSO 8 SPACES FOR THE 4,000 SQUARE FEET OF COMMERCIAL SPACE WHICH COMPLY WITH LAMC REQUIREMENTS AND THE ADVISORY AGENCY'S PARKING POLICY. THERE WOULD BE NO IMPACT.	

	Impact?	Explanation	Mitigation Measures
g.	NO IMPACT	THE PROPOSED PROJECT WILL NOT CONFLICT WITH ANY ALTERNATIVE TRANSPORTATION POLICIES. NO IMPACT WILL RESULT.	
XVI. UTILITIES			
a.	NO IMPACT	EXISTING SEWER LINES AND TREATMENT FACILITIES HAVE SUFFICIENT CAPACITY TO ACCOMMODATE INCREASE IN WATER FLOWS, AND MEET THE WASTEWATER TREATMENT REQUIREMENTS OF THE LOS ANGELES REGIONAL WATER QUALITY BOARD.	
b.	NO IMPACT	THE CONSTRUCTION OF THIS MIXED-USE PROJECT WILL NOT REQUIRE THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR THE EXPANSION OF EXISTING FACILITIES.	
c.	NO IMPACT	THIS MIXED-USE PROJECT WILL NOT REQUIRE THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.	
d.	LESS THAN SIGNIFICANT IMPACT	THE DEPARTMENT OF WATER AND POWER HAS ADEQUATE SUPPLIES TO SERVE THIS MIXED-USE PROJECT. THE NET INCREASE OF WATER USAGE WOULD BE LESS THAN SIGNIFICANT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE INCREASE IN WASTEWATER CAN BE ACCOMMODATED BY THE WASTEWATER TREATMENT PROVIDER. THE IMPACT WILL BE LESS THAN SIGNIFICANT.	
f.	LESS THAN SIGNIFICANT IMPACT	THE LOCAL LANDFILLS HAVE SUFFICIENT CAPACITY TO SERVE THE MIXED-USE PROJECT. THE NET INCREASE IN TRASH IS EXPECTED TO BE LESS THAN SIGNIFICANT.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL BE REQUIRED TO PROVIDE ON-SITE RECYCLING TO REDUCE THE AMOUNT OF TRASH GOING TO LANDFILLS. THIS WILL REDUCE THE SOLID WASTE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	**XVI f**
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	THE MIXED-USE PROJECT DOES NOT RESULT IN ANY IMPACTS THAT WOULD CAUSE THE MENTIONED IMPACTS.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT RESULT IN ENVIRONMENTAL EFFECTS THAT ARE INDIVIDUALLY LIMITED BUT CUMULATIVELY CONSIDERED THROUGHT THE IMPLEMENTATION OF MITIGATION MEASURES PROVIDED.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT RESULT IN ENVIRONMENTAL EFFECTS THAT WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS THROUGH THE IMPLEMENTATION OF THE MITIGATION MEASURES PROVIDED.	

MITIGATION MONITORING AND REPORTING PROGRAM

MMRP PROCEDURES

Section 21081.6 of the Public Resources Code requires a lead agency to adopt a "reporting or monitoring program for the changes to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor and track implementation of all of the environmental conditions identified in the Los Angeles City Planning Case No. ENV-2005-7821-MND (the "Crest Apartment Project").

For purposes of compliance with the California Environmental Quality Act (CEQA), the City of Los Angeles is the designated lead agency responsible for ensuring compliance and reporting of the prescribed environmental mitigation measures identified in the project's land use entitlement approvals. As shown in the following pages, each required mitigation measure for the Project is listed and categorized by impact area, with accompanying notation of:

- Monitoring Phase: the phase of the project during which the mitigation measure shall be monitored. The monitoring phases are typically associated with the following phases of project development and operation:
    - Pre-Construction, including the design phase
    - Construction
    - Prior to Certificate of Occupancy ("C of O")
    - Occupancy (post-construction, during the life of the Project)
- Implementing Party: the entity responsible for implementing the mitigation measure;
- Enforcement Agency: the governmental agency with the legal authority to enforce the mitigation measure;
- Monitoring Agency: the governmental agency to which reports involving feasibility, compliance, implementation and development are made.

The MMRP for the Crest Apartment Project (13604 Sherman Way Van Nuys, CA 91405) will be in place throughout all phases of the Project. The City's existing planning, engineering, review and inspection processes will be used as the basic foundation for the MMRP procedures and will also serve to provide the documentation for the reporting program.

The substance and timing of each certification report that is submitted to the City shall be commensurate with the monitoring phase (as applicable to the activity involved in constriction or operation) and at the discretion of the City. Generally, compliance documentation will be submitted to the City in a timely manner preceding or immediate following completion/implementation of the applicable mitigation measure and project design feature, and shall include sufficient information to reasonably determine whether the intent of the measure has been satisfied. The City, in conjunction with the Project Applicant,

shall assure that project construction occurs in accordance with the MMRP. Departments listed in the MMRP are all departments of the City of Los Angeles unless otherwise noted.

I. Aesthetic

I b2. Aesthetics (Landscaping)

All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

Monitoring Phase:	Prior C of O, Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of City Planning
Monitoring Agency:	Los Angeles Department of City Planning

I b4. Aesthetics (Graffiti)

Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

Monitoring Phase:	Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of City Planning
Monitoring Agency:	Los Angeles Department of City Planning

The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

Monitoring Phase:	Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of City Planning
Monitoring Agency:	Los Angeles Department of City Planning

I c1. Aesthetics (Light)

Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

Monitoring Phase:	Prior C of O, Operation
Implementation Party:	Applicant
Enforcement Agency:	Los Angeles Department of City Planning
Monitoring Agency:	Los Angeles Department of City Planning

II. Agricultural Resources

As the Proposed Project would have no impact on agricultural resources, no mitigation measures are required.

III. Air Quality

III. d1. Air Pollution (Stationary)

Residential – the Project Applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

IV. Biological Resources

As the Proposed Project would have no impact on biological resources, no mitigation measures are required.

V. Cultural Resources

As the Proposed Project would have no impact on cultural resources, no mitigation measures are required.

VI. Geology and Soils

VI aii. Seismic

The design and construction of the Project shall conform to the Uniform Building Code seismic standards, as approved by the Department of Building and Safety.

Monitoring Phase: Pre-Construction, Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

VII. Hazards and Hazardous Materials

VII b5. Explosion/Release (Asbestos Containing Materials)

Prior to the issuance of any demolition permit, the Project Applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

VIII. Hydrology and Water Quality

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

a. The Project Applicant is required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24 hour period. The design of structural BMPs shall be accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

Monitoring Phase: Construction, Operations

Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

b. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
Monitoring Phase: Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

c. Concentrate or cluster development of portions of a site while leaving the remaining land in a natural undisturbed condition.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning
Monitoring Agency: Los Angeles Department of Planning

d. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protect.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

e. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

f. Preserve riparian areas and wetlands.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning
Monitoring Agency: Los Angeles Department of Planning

g. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Department of Public Works and Bureau of Sanitation

Monitoring Agency: Department of Public Works and Bureau of Sanitation

h. Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

i. Install roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

j. Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

k. Hybrid Lot – parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

l. Parking Grove – is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

m. Promote natural vegetation by using parking lot islands and other landscaped areas.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning

Monitoring Agency: Los Angeles Department of Planning Works

n. Paint messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Department of Public Works, Stormwater Management Division.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

o. Promote natural vegetation using parking islands and other landscaped areas. *(Duplicate of Hydrology and Water Quality, m.)*

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning
Monitoring Agency: Los Angeles Department of Planning

p. All storm drain inlets and catch basins within the Project area shall be stenciled with prohibited language (such as "NO DUMPING - DRAINS TO OCEAN") and/or graphical icons to discourage the dumping illegal dumping.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

q. Signs and prohibitive language and/or graphic icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety

r. Legibility of stencils and signs shall be maintained.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

s. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Departments of Public Works and Building and Safety

Monitoring Agency: Departments of Public Works and Building and Safety

t. The storage area must be paved and sufficiently impervious to contain leaks and spills.
Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Departments of Public Works and Building and Safety
Monitoring Agency: Departments of Public Works and Building and Safety

u. Storage areas shall have a roof or awning to minimize collection of stormwater within the secondary containment area.
Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Departments of Public Works and Building and Safety
Monitoring Agency: Departments of Public Works and Building and Safety

v. Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning
Monitoring Agency: Los Angeles Department of Planning

w. Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Department of Building and Safety
Monitoring Agency: Department of Building and Safety

x. Cut and fill sloped in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of Planning
Monitoring Agency: Los Angeles Department of Planning

y. Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, shall be incorporated as specified by Section 91.7013 of the Building Code. Outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Outlet protection shall be inspected, repaired, and maintained after

each significant rain.

Monitoring Phase: Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Department of Public Works
Monitoring Agency: Department of Public Works

z. The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Department of City Planning and Stormwater Division of Bureau of Sanitation binding the owners to post construction maintenance of the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan or as per the manufacturer's instructions.

Monitoring Phase: Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Sanitation
Monitoring Agency: Los Angeles Bureau of Sanitation

IX. Land Use and Planning

IX c. Land Use

The Project Applicant shall comply with mitigation measures required by this MND

Monitoring Phase: Pre-Construction, Operations
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

X. Mineral Resources

As the Proposed Project would have no impact on mineral resources, no mitigation measures are required.

XI. Noise—Not on the Proposed Mitigated Neg Dec, but listed on Envir Impacts explanation table; took these from CPC-2005-7950 list of conditions

Xia. Increased Noise Levels (Construction Activities)

a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

b. All construction equipment shall be fitted with residential grade mufflers.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

c. Construction shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00A.M. to 6:00P.M. on Saturday.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

d. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

e. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

f. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, to insure an acceptable interior noise environment.

Monitoring Phase: Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Department of City Planning
Monitoring Agency: Los Angeles Department of City Planning

XII. Population and Housing

As the Proposed Project would have less than significant impact on population and housing, no mitigation measures are required.

XIII. Public Services

XIII a. Public Services (Fire)

The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: LAFD, Department of City Planning

Monitoring Agency: LAFD, Department of City Planning

XIII c1. Public Services (Schools)

The Project Applicant shall pay all applicable school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the Project Area.

Monitoring Phase: Prior to C of O
Implementation Party: Applicant
Enforcement Agency: LAUSD
Monitoring Agency: Department of City Planning

XIII e. Public Services (Street Improvements Not Required by DOT)

The Project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implantation.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Los Angeles Bureau of Engineering
Monitoring Agency: Los Angeles Bureau of Engineering

XIV. Recreation

XIV a. Recreation (Increase Demand for Parks or Recreational Facilities)

Per Section 17.12-A of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominium, or Recreation and Park fees for construction of apartment building.

Monitoring Phase: Prior C of O
Implementation Party: Applicant
Enforcement Agency: Department of City Planning, Los Angeles Recreation & Parks
Monitoring Agency: Department of City Planning

XV. Transportation/Circulation

XV e. Inadequate Emergency Access

The Project Applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

Monitoring Phase: Pre-Construction
Implementation Party: Applicant
Enforcement Agency: Department of Transportation/LAFD
Monitoring Agency: Department of Transportation/LAFD

XVI. Utilities

XVI f. Utilities (Solid Waste)

Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Monitoring Phase:	Operation
Implementation Party:	Applicant
Enforcement Agency:	Department of City Planning
Monitoring Agency:	Department of City Planning

APPROVED BY:

Los Angeles Department of City Planning (Lead Agency)

Jack Chiang

Name, Planner

1/27/2014

Date

Initial Study and Mitigated Negative Declaration
Cedar Springs Apartments
David and Margaret Youth and Family Services
City of La Verne, Los Angeles County, California

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August 3, 2012

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study and Mitigated Negative Declaration (IS/MND) is to identify the potential impacts associated with the construction and operation of a 36-unit multi-family apartment complex and an associated retail and café use on the existing David and Margaret campus in the City of La Verne (City). This IS/MND includes recommended mitigation measures to reduce potential impacts to levels that are considered less than significant. This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the City of La Verne's local guidelines for implementing CEQA.

David and Margaret Youth and Family Services offers residential services and an onsite school for adolescent girls, two emergency shelters for adolescent youth, a foster family agency, adoption assistance, a self-injury program, mental health services, family preservation support, treatment for learning disabilities, and other community-based programs for youth and families. The proposed project represents an expansion of the existing campus.

Located on the David and Margaret campus, the proposed Cedar Springs Apartments (project) would provide 36 high-quality affordable apartments, along with 10,500 square feet (sq ft) of associated retail and café use in the City of La Verne.

Pursuant to Section 15367 of the State CEQA Guidelines, the City of La Verne is the Lead Agency in the preparation of this IS/MND. The City of La Verne has primary responsibility for approval or denial of the proposed project and will ultimately be responsible for project implementation.

The intended use of this IS/MND is to provide adequate environmental analysis related to the actions that are needed to achieve development of the proposed project. These actions include the approval of the plans and specifications and approval of a condition use permit. This IS/MND includes adequate analysis for demolition, construction, and operational activities associated with the proposed project.

1.2 - Project Location

The proposed project is located on the southern portion of the existing David and Margaret campus (APN 8381-036-016) in the City of La Verne, California (Exhibit 1). The physical address for the proposed project is 1320-1350 Palomares Avenue. The project site is bound to the north by the existing David and Margaret Campus, a multi-family residential use to the east, Palomares Avenue and commercial uses to the south, and the Damien High School campus to the west (Exhibit 2 and Exhibit 3).

1.3 - Environmental Setting

1.3.1 - Existing Land Use

The project site currently consists of an approximately 1.71-acre rectangular portion of the David and Margaret campus. In its existing condition, the project site is vacant, although portions have been previously disturbed through weed abatement or similar activity. Roughly, 60 trees of various age and health, including five coast live oaks, are located throughout the project site. A single paved driveway is located near the central portion of the project site, connecting the southern portion of the David and Margaret campus with Palomares Avenue.

The project site is zoned by the City of La Verne as Institutional (I), and designated by the General Plan as Community Facility.

1.3.2 - Surrounding Land Uses

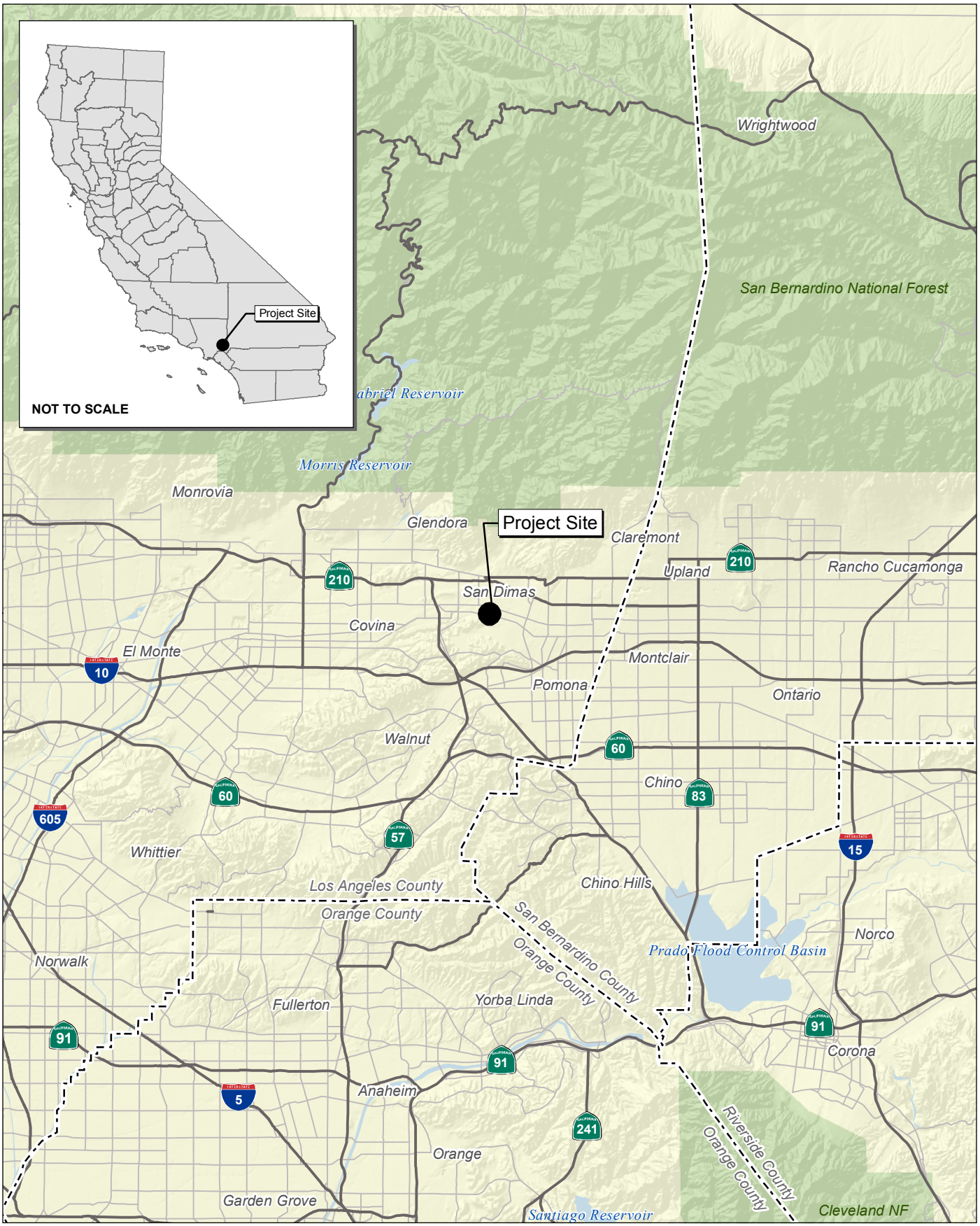
The surrounding project area consists of various land uses, including institutional, commercial, educational, and residential. Land uses immediately surrounding the project site include:

- **North**: The existing David and Margaret campus, including the Whitney Building, bungalows, and all other campus facilities.
- **East**: Medium and high-density residential uses.
- **South**: Palomares Avenue and commercial uses.
- **West**: Damien High School and associated athletic facilities.

The project site is located near several major local and regional roads and highways, including East Arrow Highway, which is approximately one-tenth of a mile south of the site; Foothill Boulevard, which is roughly 1.2 miles to the north; Interstate (I) 210 (Foothill Freeway, which is nearly 1.25 miles north of the site; and State Route (SR) 57 (Orange Freeway), which is nearly 1.9 miles to the west. Major significant landmarks in the project area include the University of La Verne campus, which is approximately 0.70 mile east of the project site, and Brackett Field, which occurs roughly 0.50 mile south of the site.

1.4 - Project Description

David and Margaret Youth and Family Services (Applicant) proposes to develop a multi-family apartment complex and an associated retail and café use on a portion of the existing 15-acre David and Margaret campus in the City of La Verne (Exhibit 4) shows a depiction of the proposed site plan).



Source: Census 2000 Data, The CaSIL, MBA GIS 2012.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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CITY OF LA VERNE • CEDAR SPRINGS APARTMENTS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

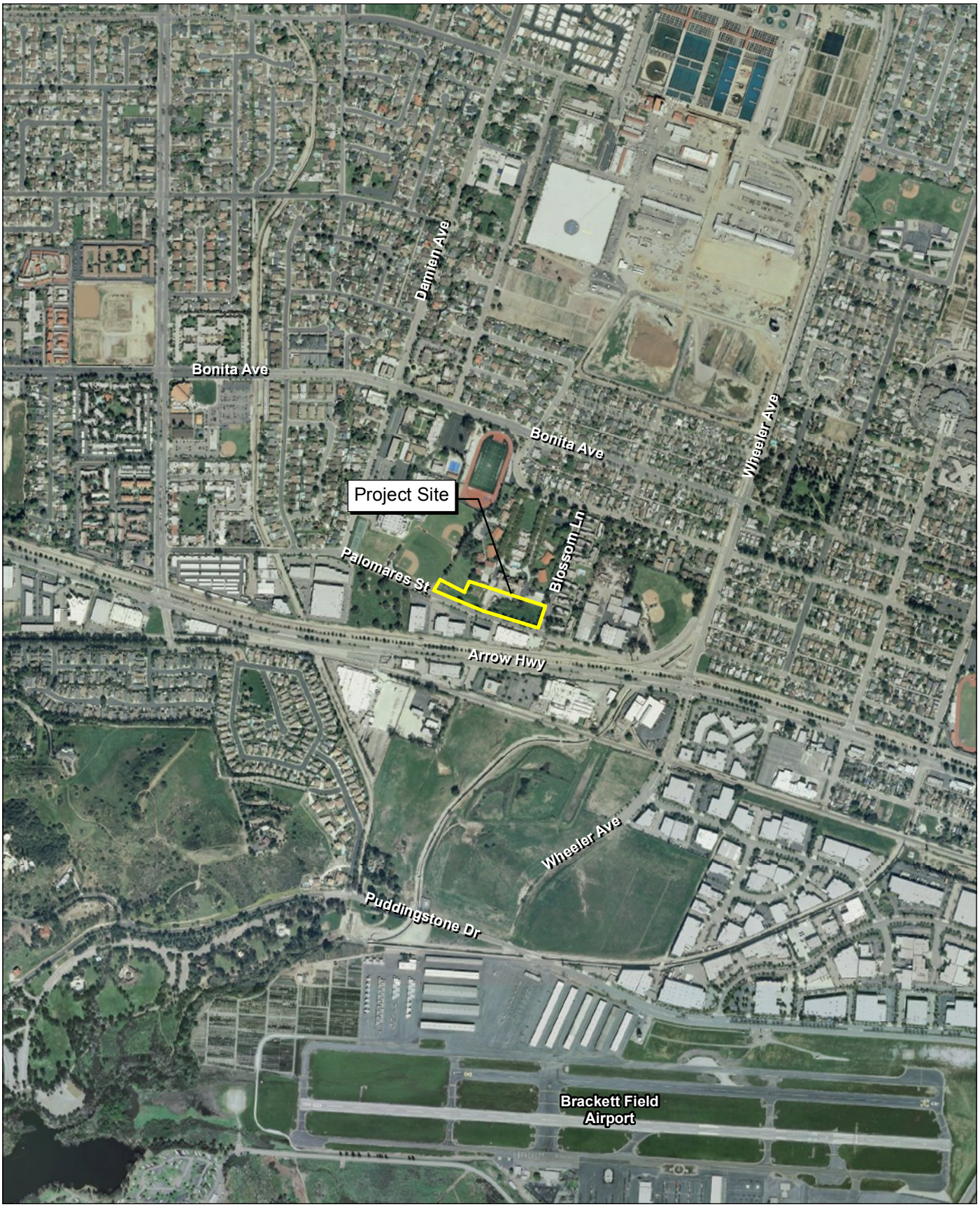
Source: TOPO! USGS San Dimas, CA (1978) 7.5' DRG.

NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates

Exhibit 2
Local Vicinity Map
Topographical Base



Source: ERSI Aerial Imagery. MBA and GIS Data, 2012.

Michael Brandman Associates

NORTH

1,000 500 0 1,000 Feet

Exhibit 3
Local Vicinity Map
Aerial Base

Source: MJS Design Group, July 2012.

NORTH

Michael Brandman Associates

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Exhibit 4
Site Plan

CITY OF LA VERNE • CEDAR SPRINGS APARTMENTS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Overall, the proposed project would encompass 1.71 acres of the David and Margaret campus. The proposed apartment buildings, pedestrian walkways, landscaped areas, and parking lots would cover approximately 62,750 sq ft of the project site. Located on the eastern portion of the project site, the proposed retail use would encompass 10,500 sq ft.

1.4.1 - Cedar Spring Apartments

The proposed Cedar Springs Apartments would provide 36 high-quality affordable apartments with modern amenities. Of the 36 total apartment units, 25 units would be dedicated for low-income transitional-age youths, 10 units would be set aside for low-income families, and one unit would serve as the residence for an onsite apartment manager. The 36 apartments units would be developed as follows:

- 20 one bedroom, one bath units (693 sq ft)
- 8 two bedroom, one bath units (886 sq ft)
- 8 three bedroom, two bath units (1,064 sq ft)

The proposed Cedar Springs Apartments would consist of four individual buildings, of which one structure would be an approximately 1,500 sq ft community building for use by residents. The three apartment buildings would be two stories in height, or approximately 30 feet high (Exhibit 5).

1.4.2 - Retail

The existing retail use found within the Whitney Building on the David and Margaret campus would be relocated to the proposed 10,500 sq ft retail use building located on the eastern portion of the project site. The retail buildings would include 4,100 sq ft of retail floor space; 5,200 sq ft of storage space; and 1,200 sq ft of café use. The retail building would be one story in height, or approximately 18 feet high. Similar to the existing retail use, the proposed retail store would provide a variety of new and pre-owned products available for sale to both onsite residents and members of the community, including excess surplus donated by local businesses and residents. The proposed café would include a food preparation station, counter service, and interior seating for 16 patrons.

1.4.3 - Parking and Circulation

Vehicle ingress and egress would be provided from the existing driveway off Palomares Avenue. The project site would also be accessible via the existing private roads located on the existing David and Margaret campus.

The proposed project will provide a total of 129 parking spaces, which includes 36 residential, 29 retail, and 64 campus parking spaces. These parking spaces will be distributed throughout a primary centralized parking lot and smaller parking lots located in the northeast and southwest portions of the project site.

1.4.4 - Construction Activities

Construction of the proposed project is estimated to start December 2013. Occupancy of the apartments is anticipated to start September 2014. Table 1 illustrates the proposed project's development schedule.

Table 1: Construction Schedule

Activity	Estimated Time to Complete
Grading	2 Months
Paving and Concrete Pads	1 Month
Wood Framing, Pipes, and Drywall	5 Months
Roofing and Siding	2 Months
Landscaping and Finish Carpentry	3 Months
Leasing/Occupancy	3 Months
Notes: Construction activities will overlap and occur concurrently. Source: AMCAL Multi-Housing, Inc., February 2012.	

Construction of the proposed project would include grading of the 1.71-acre project site. Approximately 11,000 cubic yards (cy) of earth would be disturbed and engineered in preparation for the proposed residential and retail uses. Table 2 illustrates the proposed project's construction equipment mix.

Table 2: Construction Equipment Mix

Construction Activity	Required Equipment
Grading	Earthmovers, Excavators, Dump Trucks, Bulldozers
Paving and Concrete Pads	Concrete Mixer Trucks, Trenchers
Wood Framing, Pipes, and Drywall	Forklifts, Hydraulic Equipment
Roofing and Siding	Forklifts, Hydraulic Equipment, Tar Pots
Landscaping and Finish Carpentry	Trenchers, Skip Loaders
Source: AMCAL Multi-Housing, Inc., February 2012.	

1.5 - Intended Uses of this Document

The Initial Study (IS) prepared for the proposed Cedar Springs Apartments would be used by the City of La Verne as the supporting documentation for the following potential project approvals.

- Approval of the Plan and Specifications
- Approval of Conditional Use Permit
- Approval of Parking Variance

Source: Withee Malcolm Architects, LLP, July 2012.

Michael Brandman Associates

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Exhibit 5
Conceptual Design Drawings

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Services Systems	☐	Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Amy Allema 7/31/12

Signed Date

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

No Impact. According to the City of La Verne General Plan Resource Management Element, scenic resources in the City include the foothill and forested areas to the north, as well as the lower lying valley areas to the south. The Scenic View Corridor Maps on pages 20 and 21 of the Resource Management Element identifies the locations of specific scenic vistas in the City. In the general project area, specific scenic vistas include the northern foothill areas on and adjacent to Golden Hills Road, Esperanza Drive, Brydon Road, and Live Oak Reservoir. The project site is located approximately 3 miles south of these scenic vistas, and because of this relatively large distance, the proposed project would not affect these scenic resources. Therefore, no impacts associated with scenic vistas would occur.

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

No Impact. The nearest Officially Designated State Scenic Highway as designated by the California Department of Transportation (Caltrans) is State Route (SR) 2 from north of Interstate (I) 210 north to the San Bernardino County line. The project site is located approximately 17 miles south of this segment of SR-2. Additionally, SR-39 is identified by Caltrans as an Eligible State Scenic Highway, although not currently Officially Designated. This segment of SR-39 is located roughly 7.5 miles northwest of the project site. Because of both the relatively large distances and the varied topography

between these highway segments and the project site, the proposed project would not be visible from either an Eligible or an Officially Designated State Scenic Highway. Therefore, no impacts associated with State Scenic Highways would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Short-Term Construction Impacts

Less Than Significant Impact. Construction of the proposed project would include the use of various construction equipment and the storage of building materials on the project site. While construction activities have the potential to temporarily affect the existing visual character of the surrounding project area, these activities would be short-term and would cease on construction of the proposed project is completed. No long-term effects on the surrounding visual character would occur as a result of construction activities.

Long-Term Operations Impacts

Less Than Significant Impact. The surrounding project area consists of various land uses, including institutional, commercial, educational, and residential. As a result, the visual character of the project area consists of a diverse collection of structures that support these differing uses. The proposed project would comply with Chapter 18.60 of the La Verne Municipal Code, which includes requirements regarding setback, height, lot coverage, and landscaping. Additionally, since retaining walls would be required on the project site, the proposed project would comply with Section 18.68.100, which establishes standards for retaining walls, ensuring that any retaining walls constructed as part of the project would be designed and landscaped to be attractive and unobtrusive. Moreover, per Section 18.60.090, the proposed project's mandatory preparation of a master plan and precise plan shall provide for and reasonably ensure the protection of adjacent properties from adverse impacts including impacts on aesthetics and light. By complying with these requirements, the proposed project would be consistent with the visual character of the surrounding project area.

Additionally, portions of the project site currently consist of vacant, although previously disturbed land that lacks visual character. The addition of modern structures and maintained landscaping would positively affect the visual character of both the project site and the surrounding area. Therefore, impacts associated with existing visual character would be less than significant.

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

Light

Less Than Significant Impact. The proposed project would introduce lighting to the project site. Security lighting would be included throughout the exterior areas and parking lots to provide security and safe passage of both pedestrians and vehicles during nighttime hours. To prevent the spread of light onto offsite land uses, the project would comply with Section 18.76.090 of the La Verne

Municipal Code, which includes requirements regarding the use of lighting in parking lots. Per Section 18.76.090, light fixtures shall be designed and shielded to direct light onto the parking lots and away from adjacent property and traffic. This requirement is designed to prevent spill light from affecting offsite land uses. Therefore, impacts associated with light would be less than significant.

Glare

Less Than Significant Impact. The proposed project would introduce a minimal amount of glare to the project site. Reflective surfaces, primarily consisting of apartment and vehicle windows, would be found on the project site as a result of the proposed project. The amount of the glare would depend on the location of the reflective surfaces and the direction of the sun. Any glare produced by the reflective surfaces would be temporary, as the location of the sun would be constantly changing throughout the day. Additionally, onsite trees and foliage would prevent at least a portion of the minimal amount of glare from affecting offsite land uses. Therefore, impacts associated with glare would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

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

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. According to the California Department of Conservation, Division of Land Resource Protection, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) is located on or adjacent to the project site. According to the City of La Verne General Plan Land Use Element, remaining agricultural land in the City is located in the northwestern portion of the City, away from the project site. Therefore, no impacts associated with Farmland would occur.

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

No Impact. Per the California Department of Conservation, Division of Land Resource Protection, no land subject to a Williamson Act contract is located on or adjacent to the project site. Within the County of Los Angeles, the only land under Williamson Act contract is located on Santa Catalina Island. Therefore, no impacts associated with Williamson Act contract would occur.

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

No Impact. Neither the project site nor the adjacent parcels are zoned for forest land or timberland. The project site is located approximately 2.80 miles south of the Angeles National Forest, the nearest forested area. Therefore, no impacts associated with forest land or timberland zoning would occur.

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

No Impact. As previously discussed, the closest forested area is located roughly 2.80 miles to the north of the project site. None of the improvements resulting from the proposed project would affect these forest areas. Therefore, no impacts associated with loss or conversion of forest land would occur.

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

No Impact. Due to the relatively large distances between the nearest Farmland or forest land, none of the improvements resulting from the proposed project would affect these lands. Therefore, impacts associated with conversion of Farmland or forest land would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

The following is based on the results of the CalEEMod air quality modeling prepared by Michael Brandman Associates for the proposed project and included as Appendix A of this IS/MND. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

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

Less Than Significant Impact. The South Coast Air Quality Management District (SCAQMD) has established the Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) to achieve State and federal air quality standards. The AQMP is the primary planning document by which air quality standards and objectives are monitored. Projects that are in compliance with their jurisdiction's General Plan are also considered to be consistent with the air quality plan, as set forth by SCAQMD.

David and Margaret Youth and Family Services offers residential services and an onsite school for adolescent girls, two emergency shelters for adolescent youth, a foster family agency, adoption

assistance, a self-injury program, mental health services, family preservation support, treatment for learning disabilities, and other community-based programs for youth and families.

Located on the David and Margaret campus, the proposed project would provide 36 high-quality affordable apartments, along with 10,500 sq ft of associated retail and café use in the City of La Verne. The project site is zoned by the City of La Verne as Institutional (I), and designated by the General Plan as Community Facility. The project is in compliance with the General Plan.

Furthermore, according to the SCAQMD, the proposed project is consistent with the AQMP if the project would not 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. As shown in the response to Impact Threshold 3 b), the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations.

Therefore, since the proposed project would not conflict with or obstruct implementation of the air quality plan established for this region, impacts associated with air quality plans would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts would occur during demolition, site grading, and project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction equipment and vehicles. Long-term air quality impacts would occur once the proposed project is in operation.

The proposed project would be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices (BMPs) during construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved access driveways, cessation of construction activities when winds exceed 25 mph, and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil, or move 5,000 cubic yards of materials per day, are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the project area (approximately 1.71 acres), a Fugitive Dust Control Plan or Large Operation Notification would not be required.

Short-term emissions were evaluated using the CalEEMod version 2011.1.1 modeling program. The model evaluated emissions resulting from fugitive dust, as well as exhaust emissions generated by

earthmoving and grading activities, and subsequent painting/coating and paving activities. The construction schedule used for the model is shown in Table 3.

Table 3: Construction Schedule

Activity	Estimated Time of Completion
Grading	June 2013
Paving and Concrete Pads	July 2013
Wood Framing, Pipes, and Drywall	January 2014
Roofing and Siding	March 2014
Landscaping and Finish Carpentry	June 2014
Leasing/Occupancy	September 2014
Source: AMCAL Multi-Housing, Inc., February 2012.	

Construction of the proposed project would include grading of the 1.71-acre project site. Approximately 11,000 cy of earth would be disturbed and engineered in preparation for the proposed residential and retail uses. The 11,000 cy of earth would include 6,200 cy of onsite cut and 4,200 cy of onsite fill, leaving 2,000 cy to be exported. Table 4 shows the equipment and equipment usage associated with each phase of construction.

Table 4: Construction Equipment Phasing

Phase	Number of workdays	Construction Equipment	Hours/ day	HP
1 - Grading	23	1 dumpers/tenders 1 excavators 1 rubber tired dozer 1 tractor/loader/backhoe	8 8 8 8	16 157 358 75
2 - Construction	260	2 Forklifts 1 Other Construction Equipment 1 Generator Set 1 tractor/loader/backhoe	8 8 8 8	149 327 84 75
3 - Paving	21	1 cement and mortar mixer 1 trencher	8 8	9 69
4 - Architectural Coating and landscaping	45	1 air compressor 1 skid steer loader 1 trencher	8 8 8	78 37 69

Table 5 shows the maximum daily construction emissions during the 10 months of construction.

Table 5: Maximum Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
2013	4.85	39.09	23.97	0.04	10.30	3.24
2014	40.03	25.00	18.26	0.04	2.13	1.25
SCAQMD Daily Construction Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

As shown in the Table 5, construction of the proposed project would not exceed SCAQMD's regional thresholds for construction. Table 6 shows the maximum daily operational emissions from either summer or winter. Trip generation rates from the Traffic Impact Analysis (Appendix I) prepared for the proposed project were used (see CalEEMod output in Appendix A for details).

Table 6: Estimated Maximum Daily Operational Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	4.42	10.46	42.32	0.07	7.90	0.72
Energy (Natural Gas)	0.02	0.18	0.08	0.00	0.01	0.01
Architectural Coating	0.47	—	—	—	—	—
Consumer Products	1.94	—	—	—	—	—
Landscaping	0.10	0.04	3.08	0.00	0.02	0.02
Total[1]	6.95	10.68	87.88	0.07	7.93	0.75
SCAQMD Daily Operational Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] No hearths proposed

As shown in Table 6, the proposed project would not generate significant emissions of criteria pollutants during operation.

Therefore, emissions from both construction and operation of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, impacts associated with an air quality violation would be less than significant.

c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The South Coast Air Basin is in non-attainment for ozone, particulate matter (PM_{10} and $PM_{2.5}$), and nitrogen dioxide, which means that concentrations of those pollutants currently exceed the ambient air quality standards for those pollutants. As shown in the response to Impact Threshold 3 b), the proposed project's emissions would not exceed SCAQMD significance thresholds during either construction or operation of the project for any criteria pollutants. Therefore, impacts associated with a cumulatively considerable net increase of any criteria pollutant would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality. Staff at SCAQMD has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is located within SRA 10.

Short-Term Analysis

According to the LST methodology, only onsite emissions need to be analyzed. SCAQMD has provided LST lookup tables and sample construction scenarios to allow users to readily determine whether the daily emissions for proposed construction or operational activities would result in significant localized air quality impacts for projects that are 5 acres or smaller. The 2-acre sample construction scenario was used and modified with project-specific construction equipment.

The LST thresholds are estimated using the maximum daily disturbed area (in acres) and the distance of the proposed project to the nearest sensitive receptors (in meters). The closest sensitive receptors are the existing residences adjacent to the northern and eastern portion of the project site. To ensure a worst-case analysis, the sensitive receptor position of 25 meters (85 feet) was used together with a daily disturbance of 2 acres. The results are shown in Table 7.

Table 7: LST Results for Daily Construction Emissions

Pollutant	NO_X (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Grading	32.5	16.9	2.7	1.7
Construction	18.1	9.4	0.9	0.8
Paving/Coating	18.8	12.6	1.4	1.3
SRA 10 LST Threshold for 2 acres at 25 meters	**149**	**885**	**6**	**4**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Emissions from construction of the proposed project would be below the localized significance thresholds established by SCAQMD for the proposed project. Therefore, impact associated with construction activities potentially exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

Long-Term Analysis

The proposed project involves the construction and operation of a 36 high-quality affordable apartments, along with 10,500 square feet of associated retail and café use. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project, if the project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses, and thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed.

The retail portion of the project is small, and would only have three to four small deliveries per week, which would not constitute a significant source of emissions from delivery vehicles.

CO Hotspot Analysis

Based on the following analysis, a CO "hotspot" analysis is not needed to determine whether the change in the level of service (LOS) of an intersection in the project area would have the potential to result in exceedance of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS).

It has long been recognized that CO exceedance are caused by vehicular emissions (USEPA 2000), primarily when idling at intersections (SCAQMD, 1993; SCAQMD 2003). Accordingly, vehicle emissions standards have become increasingly more stringent. Before the first vehicle emission regulations, cars in the 1950s were typically emitting about 87 grams of CO per mile (USEPA ND). Since the first regulation of CO emissions for vehicles in California during the 1966 model year, vehicle emissions standards for CO applicable to light duty vehicles have decreased by 96-percent for automobiles (NABEES 2008; Kavanaugh 2008), and new cold weather CO standards have been

implemented, effective for the 1996 model year (CCR). Currently, the CO standard in California is a maximum of 3.4 grams/mile for passenger cars (with provisions for certain cars to emit even less) (ARB 2010). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SCAQMD have steadily declined.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedance in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) (SCAQMD, 1992.). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan, and with subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hotspot analysis was conducted for four busy intersections in the Los Angeles area at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards.

The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority (Metro) evaluated the LOS in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection (The Metropolitan Transportation Authority measured traffic volumes and calculated the LOS for the intersection Wilshire Boulevard Sepulveda Avenue, which is a block west along Wilshire Boulevard, still east of Highway 405) and found it to operate at Level E at peak morning traffic and Level F at peak afternoon traffic (Metro, 2004).

At buildout of the proposed project, the highest peak hour intersection volume would be 556 for existing plus project at the intersection of Wheeler Avenue and Palomares Avenue (Kunzman 2012), which is lower than the values studied by SCAQMD. At buildout of the proposed project, none of the intersections in the project area would have peak hourly traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Therefore, impacts associated with operation activities potentially exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the proposed project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Land uses typically considered associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The proposed project does not contain land uses typically associated with emitting objectionable odors.

Diesel exhaust and volatile organic compounds (VOCs) would be emitted during construction of the proposed project, which are objectionable to some. These emissions would be short-term in duration and disperse rapidly from the project site. As such, odors should not reach an objectionable level at the nearest sensitive receptors. Therefore, impacts associated with objectionable odors would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation Incorporated. The California Department of Fish and Game maintains the California Natural Diversity Database (CNDDB). The primary function of CNDDB is to gather and disseminate data on the status and locations of rare and endangered plants, animals, and vegetation types. The goal of the program is to help conserve California's biological diversity by providing government agencies, the private sector, and conservation groups with information to promote better-informed land use decisions and improved resource management.

A CNDDB search was conducted (Appendix B) for the project area (San Dimas Quadrangle) to determine the potential for candidate, sensitive, or special status species to occur on or adjacent to the project site. Based on the lack of suitable habitat found on or adjacent to the project site, the potential for the project to adversely affect any species identified as a candidate, sensitive, or special status species is low.

The project site is located in an urban environment and consists of various land uses, including institutional, commercial, educational, and residential. Aside from five coast live oaks (*Quercus agrifolia*) (see below), the majority of the plant species found on the project site consist of non-native and ruderal species typical of disturbed, undeveloped sites. Together, the onsite plant species form a non-native, non-cohesive plant community not known to support any candidate, sensitive, or special status plant species, including the species identified by CNDDB.

Based upon the urbanized nature of the project area, wildlife species that could potentially occur in the surrounding area include common species typically found in urban/developed settings such as mourning dove (*Zenaida macroura*), desert cottontail (*Sylvilagus audubonii*), and western fence lizard (*Sceloporus occidentalis*). The onsite plant community is not known to support any candidate, sensitive, or special status wildlife species. However, construction of the proposed project would include the removal and/or relocation of several mature trees currently found on the project site. These trees could potentially contain nesting birds that are protected by the Migratory Bird Treaty Act, which makes it unlawful to pursue, hunt, take, capture, kill or sell birds listed therein. As a result, Mitigation Measures BIO-1a and BIO-1b would be necessary in order to reduce impacts to less than significant.

MM BIO-1a Due to the presence of suitable nesting habitat within the project site, all tree construction and/or removal/relocation activities should occur outside the general nesting season from February through August. If construction and/or removal/relocation activities must occur during the general nesting season, the Applicant shall retain the service of a qualified biologist to conduct a pre-construction nesting survey on the project site for nesting birds 30 days prior to construction and/or tree removal/relocation activities. In the event that the biologist determines that nesting birds occur on the project site, MM BIO-1b would be required.

MM BIO-1b In the event that nesting birds protected under the Migratory Bird Treaty Act (MBTA); candidate, sensitive, or special status species; or any other species of note are determined to occur on the project site, no construction and/or tree removal/relocation activities may occur around the nest until the nest is no longer active. If construction and/or tree removal/relocation activities must occur within 200-feet of an active nest, a biological monitor shall be present onsite to ensure that no direct take of the active nest occurs as a result. Construction and/or tree removal/relocation activities may continue at the discretion of the biological monitor.

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 Game or U.S. Fish and Wildlife Service?

No Impact. Plant species found on the project site consist of non-native and ruderal species typical of disturbed, undeveloped sites. No native plant species occur on the project site. Together, the onsite plant species form a non-native, non-cohesive plant community not known to support any candidate, sensitive, or special status plant species, including the species identified by CNDDB. Therefore, no impacts associated with riparian habitat or other sensitive natural community would occur.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. According to United States Fish and Wildlife Service (USFWS), wetlands are lands transitional between terrestrial and aquatic systems where the water table is at or near the surface or the land is covered by shallow water. For purposes of this classification, wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports hydrophytes, (2) the substrate is predominantly un-drained hydric soil, and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year. None of these attributes is found on the project site, and there are no defined watercourses that traverse the site. Therefore, no impacts associated with federal or state protected wetlands would occur.

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

No Impact. The project site is located in an urban environment and consists of various land uses, including institutional, commercial, educational, and residential. The surrounding areas located adjacent to the project site lack suitable habitat that could potentially support significant wildlife species, and as such, the site is not currently used as a wildlife corridor. Additionally, much of the project site is currently bound by cinderblock or chain-link fencing, which would, in any event, hinder any wildlife movement.

Moreover, as a result of both the existing disturbance and the lack of suitable habitat found throughout the surrounding area, the project site does not presently serve as a wildlife nursery site. Therefore, impacts associated with wildlife corridors and nursery sites would be less than significant.

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

Less Than Significant With Mitigation Incorporated. Construction of the proposed project would include the removal and/or relocation of several mature trees currently found on the project site. Most of the trees found on the project site are mature to over mature, and it is evident that they have not received any specific care or maintenance for several years. The project site contains a broad spectrum of tree species, with the predominant species consisting of California pepper (*Schinus molle*), which line most of Palomares Avenue along the southern edge of the site. The City of La Verne identifies these trees found along the southern project boundary as street trees. As such, these trees are protected by the provisions outlined by Chapter 18.78 and Chapter 12.36 of the La Verne Municipal Code.

Most of these California peppers are in average to less-than-average health condition. Many of the older California peppers are senescent and contain severe structural defects that present a high risk for structural failure, and several other trees are noted as having poor form due to overcrowding, making them less desirable for preservation or relocation. Many of the trees are recommended for removal due to poor health, decline, and/or structural defects or pest problems.

Per Section 18.78.040, a tree removal permit shall not be required for removal pursuant to a written determination by the City landscape architect or arborist, after visual inspection and scientific evaluation, that the tree is so diseased or damaged that it is no longer viable or a threat to other protected, indigenous species. The majority of the trees found along Palomares Avenue would fall under this provision.

For any street tree that is slated for removal that is determined not to be diseased or damaged, an application for tree removal shall be review and approved by the City of La Verne Community

Development Department prior to the receipt of a tree removal permit. Replacement, per Section 18.78.140 of the City's Municipal Code, or relocation, per Section 18.78.150, would be required. Conditions of approval, per Section 18.78.100, would be required as well. These conditions may include, but are not limited to, implementation of a comprehensive protection program; the retention of a qualified arborist to supervise all pruning, relocation, and trimming of significant or heritage trees; and the protection of the tree through the use of an approved header around the drip line and with a natural organic mulch fill (e.g., walnut shells, bark, woodchips) inside the drip line.

Additionally, according to the Arborist Report prepared by Arbor Essence (Appendix B) for the proposed project, five of the approximately 60 trees found on the project site are identified as coast live oak (*Quercus agrifolia*). Three of these coast live oaks are slated for removal due the proposed project, while the remaining two trees can potentially be preserved in place.

Most of the trees on the project site are slated for removal due to proposed development, while others are recommended for removal because of poor health and/or structural defects that pose a high risk of structural failure. Due to the nature of the setting and tree planting, several trees have developed poor form because of overcrowding and from being shaded-out by nearby trees. The primary form issue is that several trees are one-sided, with the majority of their crown trending to only one side of the trunk, in some cases quite severely. Regardless of condition, any removal or relocation efforts associated with the coast live oaks found on the project site must comply with the provisions contained within the aforementioned City of La Verne Tree Preservation Ordinance (Chapter of 18.78 of the La Verne Municipal Code) and would require submission and approval of the City's Heritage Tree Permit.

The specific trees recommended for relocation consist of high valued species processing good health and structural condition. The three coast live oaks found on the project site that would be removed have been determined to be suitable candidates for relocation. Relocation efforts typically apply additional stress to relocated individuals, and if conducted in an incorrect manner, could potentially lead to premature mortality. To prevent mortality of these relocated trees and to encourage them to survive and thrive in their new location, Mitigation Measure BIO-2 would be necessary in order to reduce impacts to less than significant.

MM BIO-2 The Applicant shall follow all recommendations as contained within the Arborist Report prepared by Arbor Essence (Appendix B) to ensure the survival of any relocated tree on the project site. The Applicant shall retain the service of a qualified arborist to ensure incorporation of the Recommendations during construction of the proposed project.

Therefore, with the incorporation of the provisions contained within Chapter 18.78 and Chapter 12.36 of the La Verne Municipal Code, as well as Mitigation Measure BIO-2, impacts associated with the City's tree preservation ordinance would be less than significant.

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

No Impact. According to the California Department of Fish and Game, the project site is located outside of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The nearest applicable regional conservation plan to the project site is the Western Riverside Multi-Species Habitat Conservation Plan, whose northwestern boundary is located approximately 14 miles southeast of the site (California Department of Fish and Game, 2012). Therefore, no impacts associated with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Evaluation

The determination of impacts to significant historic-era cultural resources is typically guided by the establishment of impact thresholds as discussed within a General Plan or Specific Plan. If specific impact thresholds do not exist, a professional cultural resource specialist can create reasonable and logical impact thresholds within a technical document written in support of an IS/MND. Impacts to significant cultural resources are dependent on the type of in-fill on that property and how the property was affected before any development took place. Impacts to significant cultural resources may occur on property that has not been heavily disturbed by farming or redevelopment practices prior to project implementation, but if the conditions of the property suggests heavy surface impact, buried cultural resource may still yet exist below the disturbed soil horizon. It can also be established that potentially significant impacts to historic (structural) resources may occur if buildings within the project area are at least 45 years old and in good original condition. The Cultural Resources Report prepared by Michael Brandman Associates for the proposed project and included as Appendix C of this IS/MND addresses these concerns.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant With Mitigation Incorporated. The project site is located less than 50 feet from the southwest corner of the Whitney Building, which has been examined and documented by a qualified cultural resource specialist as part of the Cultural Resources Report (Appendix C) prepared for the proposed project. The Whitney Building was found to be potentially eligible for the National

Register of Historic Places (NR) under Criterion B ("person", both at the State-level and the Local-level) and Criterion C ("design/construction", at the State-level.) It may also be eligible for the NR under Criterion A ("event," at the Local-level.) For additional discussion regarding NR Criterion, refer to the Cultural Resources Report. Because the structure is considered NR-eligible, the structure is also by extension eligible for listing on the California Register of Historical Resources following CEQA Guidelines.

The Whitney Building was built in a Neoclassical style that is unusual for non-public buildings in Southern California, as well as in the City of La Verne. In the event that the proposed project would be constructed in a style that is reasonably dissimilar to the look of the Whitney Building, the project could potentially indirectly affect the existing viewshed of the Whitney Building (following Criterion C) such that there is a chance that its eligibility under Criterion C could be reduced below a critical historical threshold. Because of this possibility, Mitigation Measures CR-1 through CR-2 are recommended to reduce the potential for negative impacts to the viewshed of the Whitney Building to a less than significant level.

MM CR-1 Construction of the proposed project shall include a consideration of roofing material in that the roofing materials used should match the style, look, and color of the roofing materials on the Whitney Building. Because reddish quarter-round tile was used to recover the roof of this existing structure, and such materials have been used to cover the roofs of nearby buildings within the existing David and Margaret campus, a similar material applied to the roofs of the new buildings would reduce the potentially negative impacts to the viewshed of the Whitney Building to a less than significant level.

MM CR-2 Because the dominate color scheme of the Whitney Building is white, a similar dominant color scheme shall be applied to the proposed buildings. A similar color scheme would reduce the potentially negative impacts to the viewshed of the Whitney Building to a less than significant level.

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

Less Than Significant With Mitigation Incorporated. Review of the project site shows that the entire modern ground surface has been previously disturbed as a result of plowing while the property was being farmed, then further disturbed as the David and Margaret campus was being developed over the years. Prehistoric cultural resources exposed on the modern ground surface are unlikely to survive intact under these conditions. It is possible, however, that buried prehistoric resources would be uncovered during earthmoving and other similar construction activities. In the event that prehistoric resources are inadvertently uncovered during ground-disturbing activities, Mitigation

Measure CR-3 is recommended to reduce the potential for negative impacts to a less than significant level.

MM CR-3 If during project-related earthmoving buried prehistoric cultural resources are encountered, construction shall stop at the location of the find and the discovery avoided until an archaeologist qualified to perform prehistoric studies in the City of La Verne is called to the site to inspect the find. Upon completion of their inspection, the qualified archaeologist shall provide recommendations to the City Planning Department and the Applicant if further research on the find is warranted.

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

Less Than Significant Impact. Review of reports associated with fossil discoveries in this portion of Los Angeles County shows that paleontological resources are not known to be encountered except at extreme depth. Review of the project site shows that the entire modern ground surface has been disturbed as a result of previous development. Approximately one-quarter of the project site lies beneath existing pavement, while the remainder was farmed during the historic period. Paleontological resources exposed on the modern ground surface are unlikely to survive intact under these conditions. Furthermore, the proposed project is not expected to impact soils or rock exposures because excavations shall be of limited depth. Direct impacts to significant paleontological resources are very unlikely to occur during the proposed project. Therefore, impacts associated with paleontological resources would be less than significant.

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

Less Than Significant Impact. There is only a nominal possibility that human remains would be encountered during earthmoving and other similar construction activities. Records indicate that no human remains have ever been found on or adjacent to the project site, and that the chance of human remains being encountered during earthmoving and other construction activities is low due to previous development and disturbance on and around the site.

A plan to mitigate for potential impacts to human remains during construction is not required. However, there is always the possibility that ground-disturbing activities during construction may uncover previously unknown buried human remains. In the event of an accidental discovery or recognition of any human remains, California State Health and Safety Code § 7050.5 dictates that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and PRC § 5097.98. Therefore, with compliance to the aforementioned provisions as mandated by the State, impacts associated with human remains would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
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 offsite 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 risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Evaluation

The following is summarized from the Geotechnical Investigation prepared by Geocon West, Inc. for the proposed project and included as Appendix D of this IS/MND.

Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. According to the Geotechnical Investigation (Appendix D), the numerous faults in Southern California include active, potentially active, and inactive faults. The California Geological Survey has developed criteria for these three major groups for the Alquist-Priolo Earthquake Fault Zone Program. By definition, an active fault has demonstrated surface displacement within Holocene time (about the last 11,000 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but none such movement during Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The project site is not located within a currently established Alquist-Priolo Earthquake Fault Zone. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the project site. The potential for surface rupture due to faulting occurring beneath the project site would be considered low. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The proposed project would be located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake. The nearest active surface rupture fault to the project site is the Sierra Madre Fault, which is located approximately 1.7 miles north-northeast of the site. Other nearby active faults include the Cucamonga Fault, the Central Avenue Fault, the Duarte Fault, and the Red Hill Fault, which are located approximately 4.7 miles northeast, 6.0 miles south-southeast, 6.1 miles northwest, and 8.7 miles east of the site, respectively. The active San Andreas Fault Zone is located approximately 19.5 miles northeast of the site.

The closest potentially active fault to the project site is the Indian Hill Fault, which is located approximately 0.5 mile north of the site. Other nearby potentially active faults are the Walnut Creek Fault, the San Jose Hills Fault, and the Clamshell-Sawpit Fault Zone, which are located approximately 0.8 miles west, 2.2 miles south, and 11 miles northwest of the site, respectively.

Several buried thrust faults, commonly referred to as blind thrusts, underlay the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater

than 3.0 kilometers. The 1987 Whittier Narrows Earthquake and the 1994 Northridge Earthquake were a result of movement on the buried thrust faults.

To reduce the potential effects of strong seismic ground shaking upon both people and structures, the proposed project would comply will all applicable design standards contained in the 2010 California Building Code, Chapter 16, Section 1613. In addition, the Geotechnical Investigation (Appendix D) has included extensive recommendations on pages 10 through 26 regarding proper preparation of the project site and construction of the proposed project. With incorporation of both the provisions contained with the 2010 California Building Code and the recommendations set forth by the Geotechnical Investigation, impacts associated with strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the State of California Seismic Hazard Zone, San Dimas Quadrangle Map indicates that the project site is not located within an area designated as having a potential for liquefaction. Additionally, according to the County of Los Angeles Seismic Safety Element, the project site is not located within an area identified as having a potential for liquefaction.

The soils encountered during exploration were generally hard and dense, and historically the groundwater level beneath the project site is in excess of 50 feet. Based upon the generally well consolidated nature of the underlying soil and the lack of groundwater, the project site is not susceptible to liquefaction. Therefore, impacts associated with liquefaction would be less than significant.

iv) Landslides?

Less Than Significant Impact. According to the State of California Seismic Hazard Zone, San Dimas Quadrangle Map, the project site is not located within an area designated as having a potential for seismic slope instability. Additionally, according to the County of Los Angeles Seismic Safety Element, the project site is not located within an area identified as having a potential for seismic slope instability. The project site and the surrounding area gently slope to the south and lack extremely varied topography. Moreover, there are no known landslides located near the project site, nor is the site located in the path of any known or potential landslides. Therefore, impacts associated with landslides would be less than significant.

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

Short-Term Construction Impacts

Less Than Significant Impact. Since the proposed project would disturb one or more acres of soil, the project would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Among other mandated items that are included within a SWPPP, the SWPPP would contain project features designed to protect against substantial soil erosion as a result of water and wind erosion, known as Best Management Practices (BMPs). Common BMPs include maintaining or creating drainages to convey and direct surface runoff from bare areas and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions.

The development, implementation, and participation with the Construction General Permit, including the SWPPP and BMPs, would reduce impacts on soil erosion to acceptable levels. Therefore, short-term construction impacts associated with soil erosion or the loss of topsoil would be less than significant.

Long-Term Operations Impacts

Compared with the 29-percent of impervious surfaces currently found on the project site, the 1.71-acre project site would include 54-percent of impervious areas. This increase in the amount of impervious surfaces would prevent erosion impacts by retaining onsite soils. The remaining 46-percent of the project site containing pervious surfaces would primarily consist of landscaped areas. These landscaped areas would include a mix of trees, plants, and groundcover that would help retain onsite soils while preventing substantial erosion activity from occurring.

In addition, proposed improvements on the project site would include a series of retaining walls ranging between 2.5 and 5 feet in height and located around the periphery of the proposed buildings.

These retaining walls would also prevent erosion impacts by stabilizing onsite soils. Therefore, long-term operation impacts associated with soil erosion or the loss of topsoil would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant. According to the Geotechnical Investigation (Appendix D), neither soil nor geologic conditions were encountered during sampling and investigation that would preclude construction of the proposed project provided the incorporation of the recommendations on pages 10 through 26 of the Geotechnical Investigation. However, as outlined by Recommendations 7.1.3 and 7.1.4 of the Geotechnical Investigation, the existing artificial fill found on the project site would not be suitable for direct support of the building foundations or foundations slabs, with all existing fill requiring excavation and compaction within the building footprint areas. Following the implementation of Recommendations 7.1.3 and 7.1.4, as well as all other grading and construction recommendations contained in the Geotechnical Investigation, onsite soils would be stable and suitable for the proposed buildings. Therefore, impacts associated with unstable geologic units and soils would be less than significant.

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

Less Than Significant Impact. Samples taken of the upper five feet of existing onsite soils, which represent engineered fill, exhibit a low expansive potential (EI=41 and 43). These soils are classified as expansive based on the 2010 California Building Code (CBC), Section 1803.5.3. The Geotechnical Investigation (Appendix D) has included extensive recommendations on pages 10 through 26 regarding proper preparation of the project site and construction of the proposed project, and with proper implementation of these recommendations building foundations and foundation slabs would derive support in the onsite expansive soils. With incorporation of the recommendations set forth by the Geotechnical Investigation, impacts associated with expansive soils would be less than significant.

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

No Impact. The proposed project would not include septic tanks or other alternative wastewater disposal systems. The proposed project's wastewater disposal infrastructure would connect with existing sewer system infrastructure in the project area. Therefore, no impacts associated with septic tanks or alternative wastewater disposal systems would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. Greenhouse gases are not presented in lbs/day like criteria pollutants; they are typically evaluated on an annual basis using the metric system. The SCAQMD is in the process of preparing recommended significance thresholds for greenhouse gases for local lead agency consideration (SCAQMD Draft Local Agency Threshold); however, the SCAQMD Board has not approved the thresholds as of the date of this IS/MND. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. Where SCAQMD is the lead agency on industrial projects, a threshold of 10,000 MTCO2e per year applies. SCAQMD is also encouraging other lead agencies to use the 10,000 MTCO2e per year for industrial projects. If a project's commercial/residential emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO2e per year
  - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed use: 3,000 MTCO2e per year

- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3, 2020 efficiency target: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
- Tier 5 would allow the purchase of mitigation offsets to achieve target significance threshold.

To determine whether the proposed project is significant, this project utilizes the SCAQMD draft local agency threshold of 3,000 $MTCO_2e$ per year.

Construction

The proposed project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment). Table 8 shows the output results (see CalEEMod output in Appendix A for details).

Table 8: Construction Greenhouse Gas Emissions

Phase	Annual Emissions ($MTCO_2e$)
Grading - 2013	47.23
Construction - 2013	314.48
Construction - 2014	222.97
Architectural coating - 2014	24.91
Paving - 2014	6.00
Total (for 2013 and 2014)	615.59
Total Amortized over 30 years	**20.52**

$MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and/or nitrous oxide).
Source: CalEEMod output (Appendix A).

Operation

Operational or long-term emissions occur over the life of a project. The operational and amortized construction emissions for the proposed project are provided in Table 9. As shown in Table 9, the major sources of operational greenhouse gases are from vehicles, contributing approximately 84-percent of the subtotal emissions.

Table 9: Project Operational Greenhouse Gases

Source	Emissions ($MTCO_2e$ per year)
Construction	20.52
Mobile Sources	1,136.98
Electricity	98.34
Natural Gas	39.54
Water	21.79
Waste	31.35
Landscaping	0.92
Subtotal	**1,349.44**
$MTCO_2e$ = metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons). Source: CalEEMod output (Appendix A).	

The project emissions are well below the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year. Therefore, impacts associated with the generation of greenhouse gas emissions would be considered less than significant.

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

Less Than Significant Impact. The City of La Verne has not published a Climate Action Plan; however, there are Goals and Policies within the City's General Plan emphasizing air quality, water conservation, and energy conservation. The proposed project would comply with the applicable Goals and Policies within the Resource Management Chapter of the General Plan.

The proposed project's emissions are well within SCAQMD draft thresholds and the level of greenhouse gas emissions generated by the project would not conflict with the goals of the State's Scoping Plan, adopted pursuant to AB 32. Therefore, impacts associated with an applicable greenhouse gas reduction plan, policy or regulation would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Evaluation

The following is summarized in part from the Phase I Environmental Site Assessment prepared by Andersen Environmental for the proposed project and included as Appendix E of this IS/MND.

Would the project:

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

Less Than Significant Impact. Limited amounts of hazardous or potentially hazardous materials would be transported, used, and disposed of during both construction and operation of the proposed project.

Short-Term Construction Impacts

During the short-term construction phase of the proposed project, hazardous or potentially hazardous materials would be handled, transported, used, and disposed of on the project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles, as well as paints, paint thinners, adhesives, and solvents. When incorrectly handled, transported, used, or disposed of, these materials could be hazardous to both the public and the environment.

The handling, transporting, use, and disposal of hazardous materials would be a temporary activity and coincide with short-term construction activities on the project site. Any handling of hazardous materials would be limited in both quantity and concentrations. Hazardous materials associated with operation and maintenance of construction equipment and vehicles would be stored on the project site, with only the amounts needed stored onsite; excessive amounts would not be stored onsite. Removal and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Any handling, transporting, use, or disposal would comply with applicable federal, State, and local agencies and regulations, including the U.S. Environmental Protection Agency (EPA), the Resource Conservation and Recovery Act (RCRA), the California Department of Transportation (Caltrans), the Los Angeles County Department of Public Health, and the Los Angeles County Fire Department (the Certified Unified Program Agency [CUPA] for Los Angeles County). Therefore, impacts associated with the use of hazardous materials during project construction would be less than significant.

Long-Term Operations Impacts

During the long-term operation phase of the proposed project, hazardous or potentially hazardous materials would be handled, transported, used, and disposed of on the project site. Because of the various uses that would be found on the project site, these materials would vary greatly, but would generally include household cleaning products, solvents, paints, fertilizers, herbicides and pesticides, and pool maintenance chemicals. Many of these materials would be considered Household Hazardous Wastes (HHW), Common Wastes, and/or Universal Wastes by the U.S. Environmental Protection Agency. These types of wastes are hazardous wastes common to businesses and households and pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, or disposed of. Federal and State regulations allow these types of wastes to be handled and disposed of with less stringent standards than other hazardous wastes, and many of these wastes do not have to be managed as hazardous waste. Regardless, any handling of

hazardous materials would be limited in both quantity and concentrations. Hazardous materials would be stored in the onsite maintenance building, with only the amounts needed stored on the project site; excessive amounts would not be stored onsite. Any handling, transporting, use, or disposal would comply with applicable federal, State, and local agencies and regulations. Therefore, impacts associated with the use of hazardous materials during project operation would be less than significant.

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

Less Than Significant Impact. As previously discussed, any handling, transporting, use, or disposal activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, State, and local agencies and regulations. Both short-term construction and long-term operation of the proposed project would adhere to the policies and programs set fourth by agencies such as the U.S. EPA, Caltrans, the Los Angeles County Department of Public Health, and the Los Angeles County Fire Department. Adherence with the policies and programs of these agencies would ensure that any interaction with hazardous materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment.

Any handling of hazardous materials would be limited in both quantity and concentrations. Hazardous materials would be stored on the project site, with only the amounts needed stored onsite; excessive amounts would not be stored onsite. As mandated by the U.S. Occupational Safety and Health Administration (OSHA), all hazardous materials stored on the project site would be accompanied by a Material Safety Data Sheet (MSDS), which, in the case of accidental release, would inform onsite personnel as to the necessary remediation procedures. Therefore, impacts associated with the accidental release of hazardous materials would be less than significant.

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

Less Than Significant Impact. The project site would be located within one-quarter mile of two different existing schools. Both the school for adolescent girls located on the David and Margaret campus and Damien High School are located adjacent to the project site. As discussed in Impact Thresholds 8 a) and 8 b), any handling of hazardous or potentially hazardous materials would be limited in both quantity and concentrations and would comply with all applicable federal, State, and local agencies and regulations. Impacts associated use of hazardous materials during project construction and operation, as well as related to the accidental release of such materials would be less than significant. Additionally, as addressed in Impacts Threshold 3 d), neither construction nor operation of the proposed project would expose sensitive receptors to substantial pollutant

concentrations. Therefore, impacts associated with emitting or handling hazardous or potentially hazardous materials within the vicinity of a school would be less than significant.

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

Less Than Significant Impact. As part of the Phase I ESA prepared for the proposed project, a radial database search was conducted by Environmental Data Resources (EDR) on August 9, 2011. Contaminants from adjacent properties or surrounding sites could potentially impact the project site should the contaminants migrate via groundwater. Table 10 summarizes the required databases reviewed and the approximate search distances, and indicates if the project site, adjacent properties, or surrounding sites are listed.

Table 10: Regulatory Data Base Report

Database	Search Distance	Subject Site (Yes/No)	Adjacent Site (Yes/No)	Total Sites (#)
Federal National Priorities List (NPL)	1.0	NO	NO	0
Federal De-listed NPL	1.0	NO	NO	0
Federal CERCLIS	0.5	NO	NO	0
Federal CERCLIS NFRAP	0.5	NO	NO	0
Federal RCRA CORRACTS	1.0	NO	NO	0
Federal RCRA non-CORRACTS TSD	0.5	NO	NO	0
Federal RCRA Generators	0.25	NO	NO	5
Federal Institutional/Engineering Controls	0.5	NO	NO	0
Federal ERNS	Property	NO	NO	0
State/Tribal Equivalent NPL	1.0	NO	NO	0
State/Tribal Equivalent CERCLIS	0.5	NO	NO	1
State/Tribal Landfill	0.5	NO	NO	0
State/Tribal Underground Storage Tank (UST)	0.25	NO	NO	6
State/Tribal Leaking Underground Storage Tank (LUST/SLIC)	0.5	NO	NO	7
State/Tribal Institutional/Engineering Controls	0.5	NO	NO	0
State/Tribal Voluntary Clean-up Sites	0.5	NO	NO	0
State/Tribal Brownfield Sites	0.5	NO	NO	0
Source: Andersen Environmental, 2012.				

As shown on Table 10, neither the project site nor any of the adjacent properties were listed on any of the regulatory databases researched. However, four surrounding sites were identified in the Phase I ESA as appearing on one or more of the regulatory databases during the search. These surrounding sites include:

- Synthane-Taylor Corporation (1400 E. Arrow Highway): This property is located approximately 350 feet southeast (hydrologically down-gradient) of the project site. It is listed on the Spills, Leaks, Investigations, and Cleanup (SLIC) database. According to the listing, a release was reported at the property, with the potential contaminant of concern and the potential media affected listed as "not reported." Based on this release, a SLIC case was opened with the Los Angeles Regional Water Quality Control Board (LARWQCB) for monitoring and assessment on June 30, 2002. The SLIC case remains listed as "open" and no other information was provided. Based on the down-gradient nature of this property, the relative distance from the project site, and regulatory oversight, the release at this property is not expected to represent a recognized environmental concern (REC) for the proposed project.
- DPI Labs, Inc. (1350 E. Arrow Highway): This property is located approximately 375 feet south (hydrologically down-gradient) of the project site. It is listed on the Spills, Leaks, Investigations, and Cleanup (SLIC) database. According to the listing, a release of volatile organic compounds (VOCs) that impacted an aquifer used for drinking water was reported at the property. Based on this release, a SLIC case was opened with the LARWQCB for monitoring and assessment on October 23, 1996. The SLIC case remains listed as "open" and no other information was provided. Based on the down-gradient nature of this property, the relative distance from the project site, and regulatory oversight, the release at this property is not expected to represent a REC for the proposed project.
- Victor Graphics, Inc. (1330 E. Arrow Highway): This property is located approximately 425 feet south (hydrologically down-gradient) of the project site. It is listed on the Spills, Leaks, Investigations, and Cleanup (SLIC) database. According to the listing, a release of VOCs that impacted an aquifer used for drinking water was reported at the property. Based on this release, a SLIC case was opened with the LARWQCB for monitoring and assessment on June 19, 1996. The SLIC case remains listed as "open" and no other information was provided. Based on the down-gradient nature of this property, the relative distance from the project site, and regulatory oversight, the release at this property is not expected to represent a REC for the proposed project.
- United Production Service/Oxy Petroleum (1855 Carrion Road): This property is located approximately 640 feet southwest (hydrologically down-gradient) of the project site. It is listed on the Spills, Leaks, Investigations, and Cleanup (SLIC) database. According to the listing, a release of chlorinated hydrocarbons including tetrachloroethylene (PCE) and trichloroethylene (TCE) that impacted the soil and groundwater was reported at the property. Based on this

release, a SLIC case was opened with the LARWQCB for monitoring and assessment on September 10, 1997. The SLIC case remains listed as "open." The most recent groundwater monitoring report available was conducted by Langan Engineering & Environmental Services on August 4, 2009. According to this report, the two monitoring wells nearest to the subject property are MW-107 and TSG-MW-10, which are approximately 745 and 575 feet south of the project site, respectively. Groundwater samples collected in July 2009 from each well were tested for TCE, PCE, and vinyl chloride. According to the results, TCE, PCE, and vinyl chloride were not detected above 0.05 micrograms/liter (µg/L). Based on the down-gradient nature of this property, the relative distance from the project site, and the low concentrations of contaminants at the nearest groundwater monitoring wells to the project site, the release at this site is not expected to represent a REC for the proposed project.

As concluded by the Phase I ESA, none of the other surrounding sites listed on Table 10 pose a REC for the proposed project, as there is no indication of a release at the respective sites, a release has occurred but the case is closed, or the sites are located cross or down gradient of the project site. Therefore, impacts associated with hazardous materials sites compiled pursuant to Government Code Section 65962.5 would be less than significant.

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

Less Than Significant Impact. The project site is located approximately 0.49 mile north of Brackett Field, the nearest public-use airport to the site. According to the Los Angeles County Airport Land Use Plan, the project site is located outside of the Planning Boundary/Airport Influence Area for Brackett Field. The proposed project would not include any physical improvements that would interfere with overhead air traffic or otherwise endanger people residing or working in the project area. All structures found on the project site would be two-story or less in height, far below any overhead air traffic. Therefore, impacts associated with public use airports would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. No private airstrips are located within 10 miles of the project site (www.airnav.com 2011). The proposed project would not include any physical improvements that would interfere with overhead air traffic or otherwise endanger people residing or working in the project area. All structures found on the project site would be two-story or less in height, far below any overhead air traffic. Therefore, no impacts associated with private airstrips would occur.

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

No Impact. According to the Emergency Evacuation Routes Map on page 20 of the City of La Verne General Plan Public Safety Element, Wheeler Avenue and Bonita Avenue serve as designated emergency evacuation routes in the project area. As discussed in Section 2.16, Transportation and Traffic, the proposed project would not substantially affect traffic movement on either Wheeler Avenue or Bonita Avenue. As such, the proposed project would not impact their ability to serve as emergency evacuation routes. Therefore, no impacts associated with adopted emergency evacuation plans would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant According to the California Department of Forestry's Fire Hazard Severity Zone map, the northern portions of the City of La Verne are located within designated moderate, high, or extremely high fire hazard areas. However, the project site is located outside of all moderate, high, or extremely high fire hazard areas and away from a Wildland Urban Interface. An undeveloped vegetated area located north of Brackett Field and south of the BNSF railroad occurs approximately 0.14 miles south of the project site and is the nearest high fire hazard area to the site. Various commercial uses buffer the project site from this high fire hazard area. Therefore, impacts associated with wildland fires would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Evaluation

The following is summarized in part from the Drainage Concept/Hydrology Study /Standard Urban Stormwater Mitigation Plan prepared by Pacific Coast Civil, Inc. for the proposed project and included as Appendix F of this IS/MND.

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Short-Term Construction Impacts

Less Than Significant Impact. Project construction would include grading, excavation, and other earthmoving activities that have the potential to cause substantial erosion effects and to subsequently degrade water quality and/or violate water quality standards. As a result, the proposed project must comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit. The NPDES Permit Program, which is administer in the project area by the Santa Ana Regional Water Quality Control Board, helps control water pollution by regulating point sources that discharge pollutants into receiving waters. Project operation must also comply with the NPDES General Permit.

Additionally, since the proposed project would disturb one or more acres of soil, the project would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would generally contain a site map(s) showing the construction perimeter, existing and proposed buildings, storm water collection and discharge points, general pre- and post-construction topography, drainage patterns across the site, and adjacent roadways.

The SWPPP must also include project construction features designed to protect against stormwater runoff, known as Best Management Practices (BMPs). Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants, should the BMPs fail; and a sediment monitoring plan, should the site discharge directly into a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

The development, implementation, and participation with both the NPDES General Permit and the Construction General Permit, including the SWPPP and BMPs, would reduce project construction effects on water quality to acceptable levels. Therefore, construction impacts associated with water quality standards and wastewater discharge requirements would be less than significant.

Long-Term Operations Impacts

Less Than Significant Impact. In the existing conditions, most stormwater runoff originating from the buildings and parking lots on the existing David and Margaret campus north of the project site flows relatively unmitigated onto the currently vacant and undeveloped site before discharging onto Palomares Avenue. Only a small portion of stormwater runoff flows from the existing buildings and parking lots to a concrete cross gutter located along the existing driveway. From Palomares Avenue, the stormwater runoff flows westerly via the gutter before being conveyed downstream by a catch basin located near the southwest corner of the project site. The catch basin discharges into an 18-inch reinforced concrete pipe (RCP), which is connected to a 66-inch RCP mainline that conveys stormwater runoff downstream into Puddingstone Channel and eventually outlets to Puddingstone Reservoir. Puddingstone Reservoir is included on the State Water Resources Control Board's 303(d) list of impaired water bodies (State Water Resources Control Board, 2011) for chlordane, DDT, mercury, organic enrichment/low dissolved oxygen, and PCBs (polychlorinated biphenyls). For a 50-year storm event, stormwater runoff outflow from the project site is 7.94 cubic feet per second (cfs).

As planned, stormwater runoff from the proposed buildings would be collected by roof drains and conveyed to adjacent landscaped areas. Grated inlets would be installed throughout the open space and landscaped areas to collect stormwater runoff conveyed by vegetated and grassy swales. These pervious areas would promote infiltration that would aid with pollutant removal and groundwater recharge. To collect stormwater runoff from the proposed parking lots and other impervious surfaces, catch basins would be installed on the project site. The grated inlets and catch basins would connect by storm drainpipes that would convey stormwater runoff to the proposed underground detention and infiltration system (Cudo-4 System), which would be located on the southwest corner of the project site.

The proposed project would be required to install a permanent stormwater collection and treatments system to capture and treat onsite stormwater runoff before it can discharge downstream untreated. This proposed Best Management Practice (BMP) consists of the installation of a Cudo-4 System (or approved equivalent). The Cudo-4 System would include 216 chambers and 7,357 cubic feet of storage volume. The Cudo-4 system has been proved to be an efficient and effective treatment control BMP with high effectiveness in pollutant removal, volume reduction, peak flow reduction, and groundwater recharge. After leaving the Cudo-4 System, the treated stormwater would outlet into the aforementioned existing 66-inch RCP mainline before eventually discharging into Puddingstone Channel and subsequently Puddingstone Reservoir.

Compared with the 29-percent of impervious surfaces found currently found on the project site, the proposed project would include 54-percent of impervious areas. However, with installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, stormwater runoff outflow from the project site would be reduced to 7.93 cfs. In addition, these proposed improvements would collect stormwater and effectively treat stormwater runoff prior

to discharging downstream into waters included on the 303(d) list of impaired water bodies. Therefore, impacts associated with operations impacts associated with water quality standards and wastewater discharge requirements would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Groundwater Supplies

Less Than Significant Impact. The City of La Verne receives its water from two primary sources: (1) imported water from the Three Valleys Municipal Water District's (TVMWD) Miramar Treatment Plant, and (2) groundwater extracted from Six Basins. The City extracts groundwater from Six Basins in accordance with the Six Basins Judgment. Six Basins consists of six small interrelated basins: (1) Canyon Basin, (2) Upper Claremont Heights Basin, (3) Lower Claremont Heights Basin, (4) Pomona Basin, (5) Live Oak Basin and (6) Ganesha Basin.

The City has an adjudicated right in the Four Basins (i.e., the first four basins listed above) to 7.6015-percent of the Operating Safe Yield (OSY). Per the Six Basins Judgment, the City also has the ability to withdrawal groundwater from the Two Basins (i.e., the final two basins listed above) so long as this extraction does not substantially injure the rights of any other party identified in the Six Basins Judgment. The City has recently completed construction of the Amherst Groundwater Treatment Plant, which is capable of treating local groundwater for perchlorate and nitrate contamination, which puts the City in a position to further define and develop its rights in the Two Basins.

Based on data from the City of La Verne UWMP, Table 11 and Table 12 illustrate the City of La Verne's current and projected water demand, and the projected water supply.

Table 11: Current and Projected Water Demands (AFY)

Water Use	Fiscal Year Ending					
	2010	2015	2020	2025	2030	2035
Deliveries and Losses	7,381.95	8,127.2	7,527.2	7,815.8	8,093.8	8,384.7
Source: City of La Verne 2010 Urban Water Management Plan, June 2011.						

Table 12: Projected Normal Water Supply and Demand (AFY)

	Fiscal Year Ending				
	2015	**2020**	**2025**	**2030**	**2035**
Total Demand	7,381.95	8,127.2	7,527.2	7,815.8	8,093.8
Groundwater Supply	3,061	3,061	3,061	3,061	3,061
Imported Supply	10,680	10,680	10,680	10,680	10,680
Total Supply	13,921	13,921	13,921	13,921	13,921
Total Demand	7,381.95	8,127.2	7,527.2	7,815.8	8,093.8
Surplus	**6539.05**	**5793.8**	**6393.8**	**6105.2**	**5827.2**
Source: City of La Verne 2010 Urban Water Management Plan, June 2011.					

Per the 2010 UWMP, the standard residential demand per person in the City of La Verne in 2010 was 0.01645 acre feet per year (afy). As discussed in Section 13, Population and Housing, the proposed project would provide housing for approximately 156 residents. Based upon the number of projected residents and the City's standard residential demand per person, the residential portion of the proposed project would consume approximately 25.66 afy. Additionally, based upon a retail water usage factor of 0.22 gallons per square foot per day (Irvine Ranch Water District, 2005), the proposed project's 10,500 sq ft retail component would consume roughly 2,310 gpd, or roughly 2.59 afy.

According to the preceding, the proposed project would demand approximately 28.25 afy. This projected water demand represents a modest 0.9-percent of the projected groundwater supply from 2015 through 2035. According to Table 12, projected groundwater supplies for the City of La Verne would be 3,061 afy from 2015 through 2035, with no less than 13,921 afy available when including the imported supply. Thus, the proposed project's estimated water demand of 28.25 afy would not substantially deplete groundwater supplies.

In addition to groundwater supplies, the City of La Verne uses imported water from TVMWD to supplement its water supplies. As shown in Table 12, the City of La Verne projects importing 10,680 afy 2015 through 2035. These imported water supplies would supplement the groundwater supplies that are used by the City and the proposed project, further reducing the project's groundwater use. Therefore, impacts associated with groundwater supplies would be less than significant.

Groundwater Recharge

Less Than Significant Impact. As planned, stormwater runoff from the proposed buildings would be collected by roof drains and conveyed to adjacent landscaped areas. Grated inlets would be installed throughout the open space and landscaped areas to collect runoff conveyed by vegetated and grassy swales. These pervious areas would promote infiltration that would aid with pollutant removal and groundwater recharge.

The proposed project would be required to install a permanent stormwater BMPs to capture and treat onsite runoff before it can discharge downstream untreated. The proposed BMP consists of the installation of a Cudo-4 System (or approved equivalent). The Cudo-4 System would include 216 chambers and 7,357 cubic feet of storage volume. The Cudo-4 system has been proved to be an efficient and effective treatment control BMP with high effectiveness in pollutant removal, volume reduction, peak flow reduction, and groundwater recharge.

With installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, stormwater runoff outflow from the project site would be slightly reduced, with more water retained onsite site for treatment and groundwater recharge. Therefore, impacts associated with groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite?

Less Than Significant Impact. In the existing condition, 29 percent of the project site contains impervious surfaces. For a 50-year storm event, stormwater runoff outflow from the project site is currently 7.94 cfs. The proposed project would include 54-percent of impervious areas. However, with installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, runoff outflow from the project site would be reduced to 7.93 cfs. In addition, these proposed improvements would collect stormwater and effectively treat the runoff, including the removal of pollutants and sediments, prior to discharging downstream. Although the quantity of impervious surfaces would increase as a result of the proposed project, the proposed stormwater runoff collection and treatment improvements would decrease the amount of sediments discharged unmitigated offsite. Therefore, impacts associated with the existing drainage pattern's affect on erosion and siltation would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. With installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, runoff outflow from the project site would be reduced from 7.94 cfs to 7.93 cfs. Although the quantity of impervious surfaces would increase as a result of the proposed project, the proposed stormwater collection and treatment improvements would slow the rate and decrease the amount of runoff discharged offsite. Therefore, impacts associated with the existing drainage pattern's affect on the rate and amount of surface runoff would be less than significant.

e) 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?

Less Than Significant Impact. As previously discussed, with installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, runoff outflow from the project site would be reduced from 7.94 cfs to 7.93 cfs. Although the quantity of impervious surfaces would increase as a result of the proposed project, the proposed stormwater collection and treatment improvements would slow the rate and decrease the amount of runoff discharged offsite. Therefore, impacts associated with creating or contributing runoff would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. In the existing conditions, most stormwater runoff originating from the vacant and undeveloped project site flows relatively unmitigated onto Palomares Avenue before eventually discharging into Puddingstone Channel and subsequently Puddingstone Reservoir. Puddingstone Reservoir is included on the State Water Resources Control Board's 303(d) list of impaired water bodies (State Water Resources Control Board, 2011) for chlordane, DDT, mercury, organic enrichment/low dissolved oxygen, and PCBs (polychlorinated biphenyls).

As planned, stormwater runoff from the proposed buildings would be collected by roof drains and conveyed to adjacent landscaped areas. Grated inlets would be installed throughout the open space and landscaped areas to collect stormwater runoff conveyed by vegetated and grassy swales. These pervious areas would promote infiltration that would aid with pollutant removal and groundwater recharge. To collect stormwater runoff from the proposed parking lots and other impervious surfaces, catch basins would be installed on the project site. The grated inlets and catch basins would connect by storm drainpipes that would convey stormwater runoff to the proposed underground detention and infiltration system (Cudo-4 System), which would be located on the southwest corner of the project site.

The proposed project would be required to install a permanent stormwater Best Management Practices (BMPs) to capture and treat onsite stormwater runoff before it can discharge downstream untreated. The proposed BMP consists of the installation of a Cudo-4 System (or approved equivalent). The Cudo-4 System would include 216 chambers and 7,357 cubic feet of storage volume. The Cudo-4 system has been proved to be an efficient and effective treatment control BMP with high effectiveness in pollutant removal, volume reduction, peak flow reduction, and groundwater recharge. After leaving the Cudo-4 System, the treated stormwater would outlet into the aforementioned existing 66-inch RCP mainline before eventually discharging into Puddingstone Channel and subsequently Puddingstone Reservoir.

With installation of the proposed grate inlets, catch basins, landscaped areas, vegetated and grassy swales, and Cudo-4 System, stormwater runoff outflow from the project site would be slightly reduced, with more water retained onsite site for treatment and groundwater recharge. In addition, these proposed improvements would collect stormwater and effectively treat stormwater runoff prior to discharging downstream into waters included on the 303(d) list of impaired water bodies. Therefore, impacts associated with degradation of water quality would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. According to Flood Insurance Rate Maps published by the Federal Emergency Management Agency (FEMA), the project site is located in Zone X (Unshaded). Zone X is defined by FEMA as an area containing minimal flood hazard. Zone X is an area located outside of the Special Flood Hazard Area and occurs higher than the elevation of a 500-year flood hazard area. Although the proposed project would introduce residential uses to the project site, the project site falls well outside of a 100-year flood hazard area. Therefore, impacts associated with placing housing within a 100-year flood hazard area would be less than significant.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As previously discussed, FEMA has designated the project site and the surround area as containing minimal flood hazard. According to FEMA, the project site is located in Zone X (Unshaded), which is defined as an area located outside of the Special Flood Hazard Area and occurs higher than the elevation of a 500-year flood hazard area. Although the proposed project would introduce structures to the project site, the project site falls well outside of a 100-year flood hazard area. Therefore, impacts associated with placing structures within a 100-year flood hazard area would be less than significant.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less Than Significant Impact. According to the Environmental Risk Assessment Framework on page 21 of the City of La Verne General Plan Public Safety Element, failure of either the San Dimas Dam or the Live Oak Reservoir in the northern portions of the City pose a medium risk to the City. Per the Public Safety Element, medium risk is defined as the level of risk above which specific action is required to protect life and property, though the probability of the event taking place is low to moderate. Neither the San Dimas Dam nor the Live Oak Reservoir has a history of failure. Additionally, each of these facilities is routinely inspected by the Los Angeles County Flood Control District and the City for structural integrity. Therefore, impacts associated with failure of a dam would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. Due to its location and topographical characteristics, the project site would not be susceptible to seiche, tsunami, or mudflow. Seiche would typically affect a location adjacent to a body of water, such as a lake or reservoir. The project site is not located near any body of water of significance. The project site is located over 30 miles northeast from the Pacific Ocean, which would substantially reduce the potential for tsunami. Based upon the gently sloping topography of the project site, as well as the lack of adjacent hillsides, the potential for mudflow on the project site would also be reduced. Therefore, no impacts associated with seiche, tsunami, or mudflow would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

a) Physically divide an established community?

No Impact. The proposed project would be located on the existing David and Margaret campus. The proposed project would not include any physical improvements that would extend to adjacent land uses and potentially divide an established community. Therefore, no impacts associated with the physical division of an established community would occur.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is zoned by the City of La Verne as Institutional (I), and designated by the General Plan as Community Facility. The proposed project would comply with Chapter 18.60 of the La Verne Municipal Code, which includes requirements regarding setback, height, lot coverage, and landscaping. Per Section 18.60.020 and Section 18.60.030, approval of a master plan shall be required for all structures, changes of use, and improvements in Institutional zones, followed by approval of a precise plan for buildings and other improvements. As currently planned, the proposed project would satisfactorily meet all applicable provisions contained within the La Verne Zoning Code. The City would ensure that all applicable provisions are adequately satisfied prior to the issuance of building permits. Therefore, impacts associated with applicable land use plans, policies, or regulations would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No Impact. According to the California Department of Fish and Game, the project site is located outside of a Habitat Conservation Plan or Natural Community Conservation Plan. The nearest applicable regional conservation plan to the project site is the Western Riverside Multi-Species Habitat Conservation Plan, whose northwestern boundary is located approximately 14 miles southeast of the site (California Department of Fish and Game, 2012). Therefore, no impacts associated with any applicable Habitat Conservation Plan, Natural Community Conservation Plan, or any other applicable regional conservation plan would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Evaluation

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?

No Impact. The California Department of Conservation, State Mining and Geology Board (SMGB) implements the State Mining and Reclamation Act of 1975 (SMARA), which requires mapping of areas containing regionally significant mineral resources. Aggregate mineral resources within the State are classified by the SMGB through application of the Mineral Resource Zone (MRZ) system. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas.

According to the SMGB, the City of La Verne contains an MRZ-2 area in the northwestern portion of the City. MRZ-2 areas are identified as areas where there is adequate information suggesting that significant mineral deposits are present, or where there is a high likelihood for their presence. This MR-2 area is located approximately 3.0 miles northwest of the project site (California Department of Conservation 2007). Because of the relatively large distances between this MRZ and the project site, the proposed project would not 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. Therefore, no impacts associated with a known mineral resources would occur.

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?

No Impact. The City of La Verne General Plan does not identify the project site or the surrounding area as containing a locally important mineral resource recovery site. Additionally, as previously discussed, the proposed project would not 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. The closest MRZ to the

project site, as delineated by the SMGB, is a MRZ-2 area located approximately 3.0 miles northwest of the site. Therefore, no impacts associated with a locally important mineral resources recovery site would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Noise monitoring was performed using an Extech Model 407780 Type 2 integrating sound level meters. The Extech meter was programmed in "slow" mode to record the sound pressure level at 1-second intervals for in A-weighted form. The sound level meter and microphone was mounted approximately five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before monitoring using an Extech calibrator, Model 407766. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

The noise monitoring locations were selected in order to obtain noise measurements of the current noise sources impacting the project site and the project vicinity, and to provide a baseline for any potential noise impacts that may be created by development of the proposed project. The sites are shown in Exhibit 6. Appendix G includes a photographic index of the study area and noise measurement locations.

Source: ESRI Aerial Imagery and MBA GIS Data, 2012.

Michael Brandman Associates

NORTH

150 75 0 150 Feet

40950002 • 04/2012 | 6_noise_mon_loc.mxd

Exhibit 6
Noise Monitoring Locations

CITY OF LA VERNE • CEDAR SPRINGS APARTMENTS
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The noise measurements were recorded between 10:17 hours and 11:48 hours on Wednesday, April 4, 2012. At the start of the noise monitoring, the sky was partly cloudy with still wind conditions (0 mph).

The noise measurements were taken at five (5) locations on and adjacent to the project site. The results of the noise level measurements are provided below in Table 13.

Table 13: Existing Noise Level Measurements

Site Location	Description	L_{eq}	L_{MAX}	L_{MIN}
Site 1	20 feet from eastern project boundary near the location of the proposed retails store's loading dock	57.7	76.0	43.2
Site 2	10 feet from southern project boundary near location of proposed retail store's frontage	57.9	74.2	45.5
Site 3	10 feet from southern project boundary near the locations of the proposed apartments	54.9	74.4	40.5
Site 4	20 feet from the western project boundary near the location of the proposed western parking lot	49.0	64.7	38.7
Site 5	Just outside the northern project boundary near the southeastern corner of the existing storage area and basketball courts	48.9	62.9	39.3

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant With Mitigation Incorporated. To control unnecessary, excessive, and annoying sounds, the City of La Verne adopted Chapter 8.20 of the La Verne Municipal Code. The City has adopted parts of the Los Angeles County Noise Control Ordinance No. 11,773 as well.

Construction regulations and practices established by the City of La Verne require that construction and related activities take place between the hours of 7:00 a.m. and 8:00 p.m., Monday through Saturday, with no construction permitted on Sundays or national holidays. No early-hour, pre-construction noise (e.g., truck motor noise) is permitted. These regulations also require that all construction equipment and vehicles be fitted with properly maintained mufflers, and mechanical equipment be shielded so that sound emitted does not exceed allowable levels at the property boundary.

According to the Noise/Land Use Compatibility Matrix on page 14 of the City of La Verne General Plan Noise Element, a normally acceptable noise level for residential and school uses is up to 60 dBA

CNEL, conditionally acceptable up to 70 dBA CNEL (conventional construction but with closed windows and fresh air supply systems or air conditioning will normally suffice). For commercial uses, the acceptable noise level is up to 70 dBA CNEL.

The proposed project would comply with the time restrictions on construction activities as stated in the La Verne Municipal Code. In addition, as addressed in Impact Thresholds 12 c), long-term noise impacts would be less than significant. To ensure that construction noise is minimized, and to be consistent with the mitigation recommended in the General Plan, Mitigation Measures NOI-1 and NOI-2 would be required. Therefore, with incorporation of the following Mitigation Measures, impacts associated with the exposure of persons to or generation of noise levels in excess of established standards would be less than significant.

MM NOI-1 All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drive train, and other components.

MM NOI-2 During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of sensitive receptors.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Neither the City of La Verne General Plan nor the City's Municipal Code contains provisions specifically regarding groundborne vibration or groundborne noise levels.

The human response to vibration greatly depends on whether the source is continuous or transient. Continuous sources of vibration include certain construction activities, while transient sources include large vehicle movements. Generally, thresholds of perception and agitation are higher for continuous sources.

Table 14 illustrates the human response to both continuous and transient sources of groundborne vibration.

Table 14: Human Response to Groundborne Vibration

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible
Source: California Department of Transportation, 2004.		

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration (Table 15). Acceptable vibration levels for an office environment would be 84 VdB, while levels for a residential use would be 78 VdB.

Table 15: Vibration Levels Generated by Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level (L_V) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 upper range 0.170 typical	105 93
Clam shovel drop (slurry wall)	0.202	94
Hydromill (slurry wall)	0.008 in soil 0.017 in rock	66 75
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.		

While long-term operation of the proposed project would not generate excessive groundborne vibration or groundborne noise levels, short-term construction could potentially introduce

groundborne vibration to the project site and the surrounding area. Specialty construction equipment such as pile drivers or large earthmovers, as well as construction activities such as well drilling, can be a continuous source of excessive groundborne vibration.

Construction activities can produce vibration that may be felt by adjacent uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary source of vibration during project construction would likely be from a bulldozer (tractor), which would generate 0.089 inch per second PPV at 25 feet with an approximate vibration level of 87 VdB. The vibration from the bulldozer would be intermittent and not a source of continual vibration.

The nearest receptors to the project site include the school uses located adjacent to the western and northern boundary of the site. The bulldozer, however, would average approximately 70 feet from the closest sensitive receptor. It is anticipated that vibration levels generated by a bulldozer and experienced at the nearest offsite structure would be approximately 73 VdB, which is below the acceptable level of 78 VdB for residential or sensitive uses during the day.

While grading and earthmoving activities would occur on the project site, the use of pile drivers, large earthmovers, and other construction equipment and activities associated with groundborne vibration would not take place. Any demolition activities, if necessary, would not require the use of blasting, wrecking ball, or other groundborne vibration-generating equipment. Therefore, impacts associated with the vibration from construction equipment are considered to be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. An increase of 3 dBA is considered barely perceivable to most healthy ears. Typically, an increase of 5 dBA or greater is considered one of significance, as it is considered readily perceptible.

The Traffic Impact Analysis (Appendix I) prepared for the proposed project determined which roadways are likely to be used by vehicles accessing the project. Average daily traffic (ADT) volumes for those roadways under various scenarios were calculated and offsite noise levels were calculated along road segments in the project vicinity for the following scenarios: existing conditions; existing plus project conditions; year 2014 conditions with project; and year 2014 conditions without project. A maximum noise increase of 1.0 dBA due to project-related traffic would occur on Palomares Avenue, east of Damien Avenue (see Appendix G for calculation table). This increase in noise over existing conditions is less than the 5 dBA threshold of significance.

The proposed project consists of residential uses and a small retail store with a delicatessen. These uses are not considered substantial sources of stationary noise. The existing retail use found within the central administrative building on the David and Margaret campus would be relocated to the

proposed 10,500 sq ft retail use building located on the eastern portion of the project site. The retail buildings would include 4,100 sq ft of retail floor space, 5,200 sq ft of storage space, and 1,200 sq ft of café use. Similar to the existing retail use, the proposed retail store would provide a variety of new and pre-owned products available for sale to both onsite residents and members of the community. The proposed café would include a food preparation station, counter service, and interior seating for 16 patrons.

Therefore, based on proceeding analysis, impacts associated with long-term operations noise would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant With Mitigation Incorporated. The nearest existing residential uses to the project site are located approximately 10 feet or more away from the northern and eastern project boundary. These adjacent residential uses are separated from the project site by an existing 5-foot tall block wall. Grading is considered the noisiest phase of construction, and therefore, the anticipated grading equipment was modeled. Modeling for construction noise was performed using the U.S. Department of Transportation Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM). The RCNM is the FHWA national model used for the prediction of construction-related noise and to determine compliance with noise limits for a variety of types of construction projects of varying complexity. The RCNM includes an extensive compilation of built-in reference noise levels for dozens of types of construction-related equipment based on manufacturer and actual monitored sources. Results from RCNM analysis are shown in Table 16 below.

Table 16: Construction Equipment Noise Levels

Equipment Description	Noise Level (L_{max} dBA) at 50 feet	Distance to Receptor [1] (feet)	Maximum Noise Level (L_{max} dBA) at Receptor	Average Noise Level (L_{eq} dBA) at Receptor
Excavator	80.7	450	61.6	57.6
Dump Truck	76.5	450	57.4	53.4
Dozer	81.7	450	62.6	58.6
Tractor	84.0	450	64.9	60.9

Notes:
[1] Average distance of equipment to receptor boundary
Source: FHWA Roadway Construction Noise Model (Appendix G).

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Although there would be a relatively high single event noise exposure potential, resulting in potential short-term intermittent annoyances, the effect in long-term ambient noise levels would be small when averaged over longer

time (24 hours for CNEL). As shown by the ambient noise level measurements in Table 13, the maximum noise level in the project vicinity is already up to 76.0 dBA. The results in the Table 16 show that construction equipment would generate maximum noise levels of 64.9 dBA (L_{max}) at a distance of 450 feet (average distance of equipment use from sensitive receptors to the east). The noise from construction equipment would be transitory, intermittent, and not a source of continuous noise. Grading of the project site is anticipated to take approximately one month. To further reduce the potential for construction noise impacts, Mitigation Measures NOI-1 and NOI-2, as identified in Impact Threshold 12 a), would be required.

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 expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The project site is located approximately 0.49 miles north of Brackett Field, the nearest public-use airport to the site. According to the Los Angeles County Airport Land Use Plan, the project site is located outside of the Planning Boundary/Airport Influence Area for Brackett Field. The Land Use Plan also identifies noise contours intended to guide land use decisions surrounding the airfield. The project site occurs outside of the designated 70 dBA noise contours. Therefore, impacts associated with excessive noise levels associated with public-use airport noise would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. No private airstrips are located within 10 miles of the project site (www.airnav.com, 2011). As such, the proposed project would not expose residents to excessive noise levels associated with a private airstrip. Therefore, impacts associated with private airstrip noise levels would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Would the project:

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

Less Than Significant Impact. The proposed project would include 36 total apartment units, with 26 of the units dedicated for low-income transitional-age youths. The remaining 10 units would be dedicated for low-income families. The 36 apartments units would be developed as follows:

- 20 one bedroom, one bath units (693 sq ft)
- 8 two bedroom, one bath units (886 sq ft)
- 8 three bedroom, two bath units (1,064 sq ft)

The California Department of Fair Employment and Housing uses a generally accepted residential occupancy standard of two people per bedroom plus one additional person for the entire dwelling unit. This standard is consistent with the California Code of Regulations, which includes the Uniform Housing Code and residential occupancy standards. Using a conservative approach, and based upon the aforementioned standard, the proposed project could potentially provide housing for approximately 156 residents (20 one-bedroom units = 60 residents; 8 two-bedroom units = 40 residents; 8 three-bedroom units = 56 residents). This figure represents the absolute maximum number of residents allowable per State occupancy standards and could be considered a worst-case scenario. However, while some of the 36 apartments may house the maximum allowable number of residents, it is anticipated that most of the units would not.

According to the City of La Verne General Plan Land Use Element, the City estimates that its service capacity would be maximized at a buildout population of 37,430 residents, although a more manageable target population of 34,781-36,000 people has been established. Per to the U.S. Census Bureau, the City of La Verne's population in 2010 was 31,063. This population represents a 1.8-percent decrease compared with a population in 2000 of 31,638 and corresponds to a 3,718 to 4,937 resident deficiency when compared to the target population as indicated in the Land Use Element. The proposed project's residents would equal approximately 0.5-percent of the City's 2010 population, representing only a modest increase over the current population. Moreover, based on the City's population goal of 34,781-36,000 people, the proposed project's 156 residents would equal between 0.43- and 0.45-percent of the target population.

Additionally, according to Table H-4 of the City of La Verne General Plan Housing Element, the Southern California Association of Governments (SCAG) identified the City as having a regional housing need of 855 dwelling units. Of these 855 units, there is need for 220 "Very Low" and 136 "Low" affordable units. The proposed project is identified by the Housing Element's Existing Site Inventory as a future project that could help meet the City's housing need for affordable, transitional, and supportive housing. As such, the proposed project would help the City to reach its affordable housing goal. Therefore, impacts associated with population growth would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently vacant and undeveloped. No residential dwellings presently occur on the project site and no existing housing would be affected by the proposed project. Therefore, no impacts associated with existing housing would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As previously discussed, no residential dwellings currently occur on the project site and no existing housing would be affected by the proposed project. As such, no people presently reside on the project site and no people would be displaced by the proposed project. Therefore, impacts associated with the displacement of the people would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less Than Significant Impact. The La Verne Fire Department (LVFD) provides fire protection services for the City of La Verne. The LVFD operates from three fire stations and staffs 30 full-time fire suppression personnel. Fire Station No. 1 (2061 Third Street) houses a Fire Command Vehicle, one Type I pumper (fire engine), and one BLS Ambulance. An aerial platform truck is cross-staffed as needed by members of the Engine company. Station No. 1 also houses one reserve Type I pumper and several support vehicles. Fire Station No. 2 (4785 Wheeler Avenue) houses one Type I pumper, one reserve Type III pumper, and one utility vehicle. Fire Station No. 3 (5100 Esperanza Drive) houses one Paramedic Ambulance and one reserve ambulance. Station No. 3 also seasonal houses U.S. Forest Service personnel on a Type III pumper, whose response in the City is limited to wildland fires that are a mutual threat to the Angeles National Forest (La Verne Fire Department 2012).

Total department staffing at the three stations includes 30 full-time employees consisting of 3 Battalion Chiefs, 6 Fire Captains, 8 Fire Engineers, and 13 Firefighter/Paramedics working 3 alternating 48-hour shifts. The Fire Chief, Deputy Fire Marshal and Administrative Secretary work a conventional workweek, and 24 Apprentice Firefighters and 30 Fire Explorers provide ancillary support to the LVFD (La Verne Fire Department 2012).

In an email correspondence (Appendix H) dated March 15, 2012, Battalion Chief Mike Vetti of the LVFD stated that the Fire Department's response time goal for emergency calls was arrival on scene within 5 minutes of receiving the alarm, 90-percent of the time. The nearest LVFD fire station to the project site would be Station No. 1, which is located approximately one mile via local roads from the site. At this relatively short distance, LVFD personnel would be able to respond to any fire or medical emergency at the proposed project within their response time goal. The correspondence concluded that the proposed project would not necessitate the construction of new or the expansion of existing LVFD facilities in order to maintain acceptable service ratios, response times or other performance objectives. Therefore, impacts associated with fire protection services and facilities would be less than significant.

b) Police protection?

Less Than Significant Impact. The La Verne Police Department (LVPD) provides police protection services for the City of La Verne. The LVPD operates from the Public Safety Facility (2061 Third Street) that it shares with the LVFD adjacent to the University of La Verne campus. The LVPD staffs 41 Sworn Officers, 18 Non-Sworn Officers, and a team of reserve officers and retired senior volunteers (La Verne Police Department 2012).

In a written correspondence (Appendix H) dated March 21, 2012, Captain Michael Wiggins on behalf of Chief of Police Scott Pickwith of the LVPD stated that the average Police Department response time from 2010 to 2011 increased from 3 minutes 8 seconds to 3 minutes 32 seconds. This increase in response time is attributed to an increase in the number of emergency calls, and is an area of concern for the LVPD. According to the correspondence, the proposed project would likely increase the number of calls for service to the project site, and thus create a need for the implementation of additional mandatory security measures on the project site that would be approved by the LVPD. Specific security measures would be coordinated with the LVPD prior to the issuance of occupancy permits. However, Captain Wiggins indicated that the proposed project would not require additional LVPD facilities. Therefore, impacts associated with police protection services and facilities would be reduced to less than significant.

c) Schools?

Less Than Significant Impact. The Bonita Unified School District (BUSD) provides public school services for Kindergarten through High School students residing in the Cities of La Verne and San Dimas. The BUSD operates eight elementary schools, two middle schools, two high schools, and an educational center. Grace Miller Elementary (1629 Holly Oak Street), Roynon Elementary (2715 E Street), Ramona Middle (3490 Ramona Avenue), and Bonita High (3102 D Street) are BUSD schools that serve the project area (Bonita Unified School District 2012).

According to the California Department of Education, during the 2010-2011 school year, the BUSD had a student enrollment of 9,898 students (California Department of Education 2012). The BUSD has experienced a decline in student enrollment over the past decade. Enrollments during the 2000-2001 school year totaled 10,276 students (California Department of Education 2012). This equates to a loss of 378 students, or a 3.68-percent decrease in enrollments, over the last decade.

In an email correspondence dated April 5, 2012, Ann Sparks, Assistant Superintendent of Business Services with BUSD stated that the proposed project could potentially result in the need for additional school facilities, and that, depending on the number of students at a particular school or grade level, the BUSD may need additional classroom space via installation of modular classrooms. Of the 36 apartment units that would be constructed as part of the proposed project, 26 units would be dedicated for low-income transitional-age youths. These residents would have completed their high school education and would not require BUSD services. The remaining 10 units would be dedicated for low-income families. In the email correspondence, Assistant Superintendent Sparks indicated that student generation rates for multifamily housing are 0.10 elementary students per dwelling unit, 0.05 middle school students per unit, and 0.08 high school students per unit. Based on these student generation rates, the proposed project's 10 low-income family dwelling units would produce approximately 3 total students. While the families residing in these 10 units are expected to require the need for BUSD services, the students generated by the proposed project are anticipated to represent a nominal percentage of the District's total enrollments, and could be accommodated by the 378 vacated seats that have gone unfilled at BUSD schools over the past years. Therefore, impacts associated with school services and facilities would be less than significant.

d) Parks?

Less Than Significant Impact. The proposed project would include 36 dwelling units that would house approximately 156 residents. At least a portion of these residents are expected to patronize the existing local community and neighborhood parks operated by the City of La Verne. The Park Service Plan Map on page 17 of the Resource Management Element of the City's General Plan identifies the project site as located within the half-mile service radius of Wheeler Avenue Park. Additionally, the proposed project would include a community playground and recreation area for use by the project's residents. The City's Wheeler Avenue Park, the proposed project's community playground and recreation area, and the existing sports courts and fields, swimming pool, and other recreational facilities and open spaces found on the David and Margaret campus, would be located within walking distance of the project site and would serve the recreational needs of the proposed project's residents.

The 1975 Quimby Act (California Government Code Section 66477) authorizes the City of La Verne to require developers to pay fees as a means of ensuring adequate provision of parkland. According to Table H-43 on page 126 of the City of La Verne General Plan 2008 Housing Element, the Applicant would be assessed a Parks Impact Fee based on the number of dwelling units. Per Table H-

43, low, moderate, and lower income housing is assessed a Parks Impact Fee of $1,500 per unit. These fees would help offset any effects due to the proposed project's contribution to an increase in population and a subsequent increase in park patronage. Therefore, with the mandatory fair share payment of Park Impact Fees, impacts associated with park facilities and services would be less than significant.

e) Other public facilities?

Less Than Significant. The City of La Verne's Civic Center located on "D" Street at Durward Way serves as the primary public facility in the City. The Civic Center includes the City Hall, Community Center, and the City's County of Los Angeles Public Library branch. The Community Center contains multipurpose rooms for community classes, a large central meeting room, and a commercial-sized kitchen. The County of Los Angeles Public Library branch is the sole public library facility in the City. The County of Los Angeles Public Library system is financed primarily by a dedicated share of property tax from the service area, as well as through a general fund contribution, a parcel tax, grants, impact fees, and through donations via the Los Angeles County Public Library Foundation. Budgeted expenditures are $34.71 per capita for fiscal year 2010/11 (County of Los Angeles Public Library, 2012).

A portion of the proposed project's estimated 156 residents are expected to patronize the City of La Verne's Civic Center, Community Center, and County of Los Angeles Public Library branch. To offset the potentially significant impacts to these public facilities and the services that they provide, the proposed project would be required during the building permit process to pay its fair share of development impact fees, which would go towards maintaining and expanding these public facilities and services. Therefore, with the mandatory fair share payment of development impact fees, impacts associated with public facilities and services would be reduced to less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Evaluation

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. The proposed project would include 36 dwelling units that would house approximately 156 residents. At least a portion of these residents are expected to patronize the existing local community and neighborhood parks operated by the City of La Verne. The increased patronage could potentially contribute to acceleration in the physical deterioration of the amenities found at these parks. To offset the potentially significant impacts to these recreation facilities and to supplement their maintenance, the proposed project would be required during the building permit process to pay its fair share of Park Impact Fees (see Section 12, Public Services, Threshold "d"), which would go towards maintaining and expanding these recreational facilities and services. Therefore, with the mandatory fair share payment of Park Impact Fees, impacts associated with the increase use of recreational facilities would be less than significant,

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

Less Than Significant Impact. As previously discussed, the Resource Management Element of the City's General Plan identifies the project site as located within the half-mile service radius of Wheeler Avenue Park. Additionally, the proposed project would include a community playground and recreation area for use by the project's residents. The City's Wheeler Avenue Park, the proposed project's community playground and recreation area, and the existing sports courts and fields, swimming pool, and other recreational facilities and open spaces found on the David and Margaret campus, would be located within walking distance of the project site and would serve the recreational needs of the proposed project's residents. The community playground and recreation area is part of

the greater proposed project, whose environmental effects as a whole are being analyzed in this IS/MND. Therefore, although the proposed project includes a small recreation facility, impacts associated with the construction or expansion of recreation facilities would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Environmental Evaluation

The following is summarized from the Traffic Impact Analysis (TIA) prepared by Kunzman Associates, Inc. for the proposed project. The TIA is included as Appendix I of this IS/MND.

Existing Traffic Conditions

Surrounding Street System

Roadways that will be used by the project include Damien Avenue, Wheeler Avenue, and Palomares Avenue.

- Damien Avenue: This north-south two lane undivided roadway is classified as a Collector Street (70 foot right-of-way) on the City of La Verne General Plan Circulation Element. It currently carries approximately 1,800 vehicles per day in the study area.
- Wheeler Avenue: This north-south four lane undivided roadway is classified as a Secondary Arterial (84 foot right-of-way) on the City of La Verne General Plan Circulation Element. It currently carries approximately 9,200 to 9,300 vehicles per day in the study area.
- Palomares Avenue: This east-west two lane undivided roadway is classified as a Collector Street (70 foot right-of-way) on the City of La Verne Plan Circulation Element. It currently carries approximately 100 to 2,000 vehicles per day in the study area.

Existing Average Daily Traffic Volumes

The existing average daily traffic (ADT) volumes were obtained by Kunzman Associates, Inc. using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 10 = Daily Leg Volume.

Existing Levels of Service

The technique used to assess the capacity needs of an unsignalized intersection is known as the Intersection Delay Method. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and Level of Service (LOS) for the existing traffic conditions have been calculated and are shown in Table 17. Existing delay calculations are based upon manual morning and evening peak hour intersection turning movement counts obtained by Kunzman Associates in February 2012.

Table 17: Existing Intersection Delay and Level of Service

Intersection	Traffic Control	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.8-A	7.8-A
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.7-A	8.9-A
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	CSS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1D	0.3	0.3	0.3	16.7-C	16.4-C

Notes:
AWS = All Way Stop CSS = Cross Street Stop L = Left T = Through R = Right D = De facto Right Turn Lane
[1] When a right turn lane is designated, the lane can be either striped or un-striped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (also known as de facto right turn lane).
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
Source: Kunzman Associates, Inc., March 2012.

There are two peak hours in a weekday. The morning peak hour is between 7:00 AM and 9:00 AM, and the evening peak hour is between 4:00 PM and 6:00 PM. The actual peak hour within the two hour interval is the four consecutive 15 minute periods with the highest total volume when all movements are added together. Thus, the evening peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15 minute periods have the highest combined volume.

The study area intersections currently operate at LOS C or better during the peak hours for existing traffic conditions.

Project Traffic

Trip Generation

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and our life styles remain similar to what we know today. A major change in these variables may affect trip generation rates.

Trip generation rates were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic for the proposed land use. By multiplying the traffic generation rates by the land use quantity, the traffic volumes are determined. Table 18 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation, 8th Edition, 2008 and the San Diego Association of Governments, Traffic Generators, April 2002.

Table 18: Project Traffic Generation

Land Use	Quantity	Units	Peak Hour						Daily
			Morning			Evening			
			In-bound	Out-bound	Total	In-bound	Out-bound	Total	
Trip Generation Rates									
Apartments	36	DU	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Retail	10.600	TSF	0.80	0.53	1.33	1.19	1.52	2.71	44.32
Delicatessen	1.200	TSF	8.10	5.40	13.50	1.35	3.15	4.50	150.00
Trips Generated									
Apartments	36	DU	4	15	19	14	8	22	239
Retail	10.6	TSF	8	6	14	13	16	29	470
Delicatessen	1.200	TSF	10	6	16	2	4	6	180
Total			22	27	49	29	28	57	889

Notes:
DU = Dwelling Units TSF = Thousand Square Feet
Source: Kunzman Associates, Inc., March 2012.

The project is projected to generate a total of approximately 889 daily vehicle trips, 49 of which will occur during the morning peak hour and 57 of which will occur during the evening peak hour.

The project will likely generate significantly less traffic than estimated by the traffic generation rates, and therefore, the analysis provided in the TIA is considered to be a very conservative evaluation of impacts. The traffic generation rates for the apartment land use do not account for the fact that many of the transitional-age youth will not have sufficient income to own a vehicle; however, the rates were used due to lack of traffic generation rates for a more specific land use. Furthermore, the proposed retail use does not take credit for traffic generated by the existing retail operation.

The traffic reducing potential of public transit and other alternative modes of transportation were not considered in the TIA. Essentially the traffic projections are conservative in that public transit might be able to reduce the traffic volumes.

Existing Plus Project Traffic Conditions

Existing Plus Project Levels of Service

The Intersection Delay Method was used to assess the capacity needs of an unsignalized intersection. To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The delay and LOS for the Existing Plus Project traffic conditions have been calculated and are shown in Table 19. The study area intersections are projected to operate at LOS C or better during the peak hours for Existing Plus Project traffic conditions.

Table 19: Existing Plus Project Intersection Delay and Level of Service

Intersection	Traffic Control	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.0-A	8.0-A
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.8-A	9.0-A
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	CSS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1D	0.3	0.3	0.3	17.2-C	17.3-C

Notes:
AWS = All Way Stop CSS = Cross Street Stop L = Left T = Through R = Right D = De facto Right Turn Lane
[1] When a right turn lane is designated, the lane can be either striped or un-striped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (also known as de facto right turn lane).
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
Source: Kunzman Associates, Inc., March 2012.

Significant Transportation Impact

There are no established criteria in the City of La Verne to determine the significant impact at an unsignalized intersection. For this traffic impact analysis, an impact is considered significant if the project-related traffic causes or worsens an intersection operating at LOS E or F. Table 20 depicts the Existing Plus Project traffic contribution at the study area intersections.

Per the aforementioned significance criteria, the project does not significantly impact the study area intersections for Existing Plus Project traffic conditions (Table 20).

Table 20: Existing Plus Project Traffic Contribution

Intersection	Peak Hour	Existing		Existing Plus Project			
		Delay	LOS	Delay	LOS	Project Impact	Sig-nificant Impact[1]
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	Morning	8.8	A	9.0	A	0.2	No
	Evening	7.8	A	8.0	A	0.2	No
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	Morning	9.7	A	9.8	A	0.1	No
	Evening	8.9	A	9.0	A	0.1	No
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	Morning	16.7	C	17.2	C	0.5	No
	Evening	16.4	C	17.3	C	0.9	No

Notes:
LOS = Level of Service
[1] There are no established criteria in the City of La Verne to determine the significant impact at an unsignalized intersection (delay 34 methodology). For this traffic impact analysis, an impact is considered significant if the project related traffic causes or worsens an intersection operating at Level of Service E or F.
Source: Kunzman Associates, Inc., March 2012.

Future Conditions

Method of Projection

To assess Opening Year (2014) traffic conditions, existing traffic is combined with other development and area-wide growth. The City of La Verne and adjacent City of San Dimas staff have provided the list of other development in the study area. Table 21 shows the other development traffic generation.

For Opening Year (2014) traffic conditions, an area-wide growth rate has been used to account for area-wide growth on study area roadways. Opening Year (2014) traffic volumes have been calculated based on a one (1) percent annual growth rate of existing traffic volumes over a two (2) year period. The area-wide growth rate has been obtained from the City of La Verne staff.

Table 21: Other Development Traffic Generation

Traffic Analysis Zone	Other Development	Land Use	Quantity	Units	Peak Hour						Daily
					Morning			Evening			
					In-bound	Out-bound	Total	In-bound	Out-bound	Total	
1	Loma Bonita Residences	Apartments	156	DU	16	64	80	62	34	96	1,037
	San Dimas Grove Station	Townhomes	67	DU	5	25	30	23	11	34	389
	Subtotal		—	—	*21*	*89*	*110*	*85*	*45*	*130*	*1,426*
2	Arrow/Wheeler Project	Business Park	384,735	TSF	265	58	323	69	262	331	2,678
	ULV Athletic Complex[1]	Baseball/Softball Fields	3	Fields	3	3	6	210	23	233	239
	Puddingstone Subdivision	Single-Family Detached Residential	15	DU	3	8	11	10	6	16	144
	Fairplex Barn	Business Park	208,600	TSF	250	48	298	63	207	270	2,662
	Subtotal		—	—	*521*	*117*	*638*	*352*	*498*	*850*	*5,723*
Total					**542**	**206**	**748**	**437**	**543**	**980**	**7,149**

Notes:
DU = dwelling units
[1] The softball/baseball fields are not expected to generate traffic during the morning peak hour. One vehicle entering and exiting is assumed per field.
Evening Peak Hour In/Out Total = [(1 umpire + 2 teams X (14 persons per team + 1 coach) X 1.25 factor for spectators/concession staff] X [2 In/Out] X [3 fields] = 233 trips
Evening Peak Hour Inbound/Outbound = 90%/10%
Daily = (6 morning in/out trips) + (233 evening in/out trips) X (1 weekday game) = 239 trips
Source: Kunzman Associates, Inc., March 2012.

Future Volumes

- Opening Year (2014) Without Project
  The average daily traffic volumes for Opening Year (2014) Without Project traffic conditions have been determined as described above.

- Opening Year (2014) With Project
  The average daily traffic volumes for Opening Year (2014) With Project traffic conditions have been determined as described above and adding the proposed project traffic.

Future Level of Service

- Opening Year (2014) Without Project
  The Opening Year (2014) Without Project delay and LOS for the study area roadway network without the project are shown in Table 22. Table 23shows LOS values based on the existing geometrics at the study area's 29 intersections.

  For Opening Year (2014) Without Project traffic conditions, the study area intersections are projected to operate at LOS C or better during the peak hours (Table 22).

- Opening Year (2014) With Project
  The Opening Year (2014) With Project delay and LOS for the study area roadway network without the project are shown in Table 22. Table 23 shows LOS values based on the existing geometrics at the study area's intersections.

  For Opening Year (2014) With Project traffic conditions, the study area intersections are projected to operate at LOS C or better during the peak hours (Table 24).

Table 22: Opening Year (2014) Without Project Intersection Delay and Level of Service

Intersection	Traffic Control	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	8.9-A	7.9-A
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.7-A	8.9-A
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	CSS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1D	0.3	0.3	0.3	19.0-C	20.0-C

Notes:
AWS = All Way Stop CSS = Cross Street Stop L = Left T = Through R = Right D = De facto Right Turn Lane
[1] When a right turn lane is designated, the lane can be either striped or un-striped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (also known as de facto right turn lane).
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
Source: Kunzman Associates, Inc., March 2012.

Table 23: Opening Year (2014) With Project Intersection Delay and Level of Service

Intersection	Traffic Control	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
		Northbound			Southbound			Eastbound			Westbound				
		L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	AWS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.1-A	8.0-A
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	CSS	0	0	0	0.5	0	0.5	0.5	0.5	0	0	0.5	0.5	9.8-A	9.0-A
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	CSS	0.5	1	0.5	0.5	1	0.5	0.5	0.5	1D	0.3	0.3	0.3	20.5-C	21.5-C

Notes:
AWS = All Way Stop CSS = Cross Street Stop L = Left T = Through R = Right D = De facto Right Turn Lane
[1] When a right turn lane is designated, the lane can be either striped or un-striped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes (also known as de facto right turn lane).
[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the individual movement (or movements sharing a single lane) are shown.
Source: Kunzman Associates, Inc., March 2012.

Significant Transportation Impact

There are no established criteria in the City of La Verne to determine the significant impact at an unsignalized intersection. For this traffic impact analysis, an impact is considered significant if the project-related traffic causes or worsens an intersection operating at LOS E or F.

Table 24 depicts the Opening Year (2014) With Project traffic contribution at the study area intersections. Per the aforementioned significance criteria, the project does not significantly impact the study area intersections for Opening Year (2014) traffic conditions (Table 24).

Table 24: Opening Year (2014) With Project Traffic Contribution

Intersection	Peak Hour	Existing		Existing Plus Project			
		Delay	LOS	Delay	LOS	Project Impact	Sig-nificant Impact[1]
Damien Avenue (NS) at: Palomares Avenue (EW) - #1	Morning	8.9	A	9.1	A	0.2	No
	Evening	7.9	A	8.0	A	0.1	No
Blossom Lane (NS) at: Palomares Avenue (EW) - #2	Morning	9.7	A	9.8	A	0.1	No
	Evening	8.9	A	9.0	A	0.1	No
Wheeler Avenue (NS) at: Palomares Avenue (EW) - #3	Morning	19.0	C	20.5	C	1.5	No
	Evening	20.0	C	21.5	C	1.5	No

Notes:
LOS = Level of Service
[1] There are no established criteria in the City of La Verne to determine the significant impact at an unsignalized intersection (delay 34 methodology). For this traffic impact analysis, an impact is considered significant if the project related traffic causes or worsens an intersection operating at Level of Service E or F.
Source: Kunzman Associates, Inc., March 2012.

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. As outlined in the TIA (Appendix I), the study area consists of three unsignalized intersections:

- (1) Damien Avenue at Palomares Avenue;
- (2) Blossom Lane at Palomares Avenue; and
- (3) Wheeler Avenue at Palomares Avenue

The City of La Verne does not currently have established criteria to determine the significant impact at an unsignalized intersection. As such, for this traffic impact analysis, an impact is considered significant if the project-related traffic causes or worsens an intersection operating at LOS E or F.

As shown in Table 20 and Table 24, the unsignalized intersections of Damien Avenue at Palomares Avenue and Blossom Lane at Palomares Avenue would operate at LOS A for both Existing Plus Project traffic conditions and Opening Year (2014) With Project traffic conditions, while the unsignalized intersection of Wheeler Avenue at Palomares Avenue would operate at LOS C for both Existing Plus Project traffic conditions and Opening Year (2014) With Project traffic conditions. Thus, per the aforementioned significance criteria, the project does not significantly impact the study area intersections for either Existing Plus Project traffic conditions or Opening Year (2014) With Project traffic conditions. Therefore, impacts associated with conflicting with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. As the Congestion Management Agency for Los Angeles County, Los Angeles County Metropolitan Transportation Authority (Metro) is responsible for implementing the Congestion Management Program (CMP). On October 28, 2010, the Metro Board adopted the 2010 CMP for Los Angeles County. The 2010 CMP summarizes the results of 18 years of CMP highway and transit monitoring and 15 years of monitoring local growth. CMP implementation guidelines for local jurisdictions are also contained in the 2010 CMP.

None of the study area roadways are included in the 2010 CMP. According to the 2009 CMP Highway and Roadway System exhibit on page 13 of the 2010 CMP, roadways in the City of La Verne that are part of the 2010 CMP circulation network are limited to I-210, Arrow Highway, and Foothill Boulevard. None of these roadways would be affected by the project. Therefore, no impacts associated with Metro's 2010 CMP would occur.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is located approximately 0.49 miles north of Brackett Field, the nearest public-use airport to the site. According to the Los Angeles County Airport Land Use Plan, the project site is located outside of the Planning Boundary/Airport Influence Area for Brackett Field. The proposed project would not include any physical improvements that would interfere with overhead air traffic or otherwise require a change in air traffic patterns. All structures found on the

project site would be two-story or less in height, far below any overhead air traffic. Therefore, impacts associated with air traffic patterns would be less than significant.

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

No Impact. As outlined in the Recommendations section of the TIA (Appendix I), construction of proposed project would include widening Palomares Avenue from the west project boundary to east project boundary at its ultimate half-section width including landscaping and parkway improvements. Maximizing the width of Palomares Avenue would allow for safe passage of through-traffic along the roadway, as well as for safe ingress and egress to and from the project site. The proposed project would not include any roadway or driveway design feature that would increase hazards. Therefore, no impacts associated with substantially increasing hazards due to a design feature would occur.

e) Result in inadequate emergency access?

No Impact. The project site currently has access to Palomares Avenue and secondary access to Third Street through the existing David & Margaret campus. The proposed project would include three additional driveways along Palomares Avenue. With five different access points, adequate emergency access is assured because there are numerous ways of reaching any point within the project site.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The Bikeways and Trails Master Plan Map on page 19 of the Resource Management Element of the City of La Verne General Plan identifies the locations of both existing and proposed hiking and equestrian trails and bike paths in the City. None of the trails or paths that are identified in the General Plan are located on or adjacent to the project site. Additionally, as determined by the TIA (Appendix I), the study area is not currently served by any public transit routes. As such, the proposed project would not interfere with public transit, bicycle, or pedestrian facilities. Therefore, no impacts associated with public transit, bicycle, or pedestrian facilities would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Evaluation

The following is summarized in part from the Drainage Concept/Hydrology Study /Standard Urban Stormwater Mitigation Plan prepared by Pacific Coast Civil, Inc. for the proposed project and included as Appendix F of this IS/MND.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Implementation of the proposed project would result in the generation of wastewater. As described in Impact Threshold 17 b), the proposed project would generate approximately 6,769 gallons per day (gbd). The existing Los Angeles County Sanitation

Districts (LACSD) wastewater facilities that would serve the proposed project currently nominal capacity of 126,625 afy. This shared capacity is required to comply with the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board. The addition of wastewater by the proposed project would not exceed the wastewater treatment requirements of the LACSD facilities. Therefore, impacts associated with the exceedance of wastewater treatment requirements would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water Facilities

Less Than Significant Impact. Existing water mains in the streets adjacent to the project site include an 8-inch asbestos cement pipe (ACP) water line in Palomares Avenue. These water lines have been determined to be capable of providing adequate domestic water service to the proposed project. To connect to this existing water line, the proposed project would install a 4-inch fire water line with backflow preventer and a 2-inch domestic water line. The La Verne Fire Department will require fire flow tests during the Design Development (DD) phase of the proposed project, prior to construction. In the event that water pressure is determined inadequate, a booster pump would be installed to increase pressure for fire flow and/or domestic water service to the proposed project. These booster pumps would be incorporated into the existing underground water delivery infrastructure and would not require additional trenching or similar construction activities. These required water line improvement would occur concurrently with construction of the proposed project, whose environmental effects are analyzed in this IS/MND. No additional environmental impacts, above those already examined in this IS/MND, are anticipated. Therefore, impacts associated with water facilities would be less than significant.

Wastewater Treatment Facilities

Less Than Significant Impact. Wastewater in the City of La Verne is collected by gravity sewers owned, operated, and maintained by the City. Existing sewer lines in the streets adjacent to the project site include an 8-inch vitrified clay pipe (VCP) in Palomares Avenue. In addition, a 6-inch VCP sewer line also runs into the southwest portion of the project site and connects to an existing 4-inch PVC line that traverses the western portion of the site. These sewer lines have been determined to be capable of providing adequate wastewater conveyance from the proposed project. To connect to these existing sewer lines, the proposed project would install two 6-inch and one 4-inch sewer lines. These required sewer line improvement would occur concurrently with construction of the proposed project, whose environmental effects are analyzed in this IS/MND. No additional environmental impacts, above those already examined in this IS/MND, are anticipated.

Wastewater generated within the City of La Verne is collected in City sewers and discharged to a regional trunk pipeline owned by the LACSD. From the trunk pipeline, effluent flows by gravity to

the San Jose Creek WRP, which provides primary, secondary, and tertiary treatment of wastewater. San Jose Creek WRP has a nominal capacity of 112,055 afy.

According to wastewater generation rates published by LACSD (the Los Angeles County Sanitation Districts, ND), residential dwellings within a building of five units or more produce 156 gpd of wastewater, while commercial/store uses generate 100 gpd/1000 square feet. Using these LACSD generation rates, the proposed project's 36 residential units would produce approximately 5,616 gpd of wastewater and its 10,500 sq ft of retail use would generate roughly 1,050 gpd. Collectively, the proposed project is projected to produce a wastewater flow of 6,666 gpd, or 7.47 afy.

Compared to the 112,055 afy of wastewater that LACSD's San Jose Creek WRP currently treats, the proposed project's 7.47 afy contribution to the regional wastewater flow would be nominal and could be treated at these existing wastewater treatment facilities without the construction of new or expansion existing facilities. Therefore, impacts associated with wastewater treatment facilities would be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As planned, stormwater runoff from the proposed buildings would be collected by roof drains and conveyed to adjacent landscaped areas. Grated inlets would be installed throughout the open space and landscaped areas to collect stormwater runoff conveyed by vegetated and grassy swales. These pervious areas would promote infiltration that would aid with pollutant removal and groundwater recharge. To collect stormwater runoff from the proposed parking lots and other impervious surfaces, catch basins would be installed on the project site. The grated inlets and catch basins would connect by storm drain pipes that would convey stormwater runoff to the proposed underground detention and infiltration system (Cudo-4 System), which would be located on the southwest corner of the project site.

The proposed project would be required to install a permanent stormwater Best Management Practices (BMPs) to capture and treat onsite stormwater runoff before it can discharge downstream untreated. The proposed BMP consists of the installation of a Cudo-4 System (or approved equivalent). The Cudo-4 System would include 216 chambers and 7,357 cubic feet of storage volume. The Cudo-4 system has been proved to be an efficient and effective treatment control BMP with high effectiveness in pollutant removal, volume reduction, peak flow reduction, and groundwater recharge. These required stormwater drainage system improvements would occur concurrently with construction of the proposed project, whose environmental effects are analyzed in this IS/MND. No additional environmental impacts, above those already examined in this IS/MND, are anticipated. Therefore, impacts associated with construction of new or expansion of existing stormwater drainage facilities would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. The City of La Verne receives its water from two primary sources: (1) imported water from the Three Valleys Municipal Water District's (TVMWD) Miramar Treatment Plant, and (2) groundwater extracted from Six Basins. The City extracts groundwater from Six Basins in accordance with the Six Basins Judgment. Six Basins consists of six small interrelated basins: (1) Canyon Basin, (2) Upper Claremont Heights Basin, (3) Lower Claremont Heights Basin, (4) Pomona Basin, (5) Live Oak Basin and (6) Ganesha Basin.

The City has an adjudicated right in the Four Basins (i.e., the first four basins listed above) to 7.6015-percent of the Operating Safe Yield (OSY). Per the Six Basins Judgment, the City also has the ability to withdrawal groundwater from the Two Basins (i.e., the final two basins listed above) so long as this extraction does not substantially injure the rights of any other party identified in the Six Basins Judgment. The City has recently completed construction of the Amherst Groundwater Treatment Plant, which is capable of treating local groundwater for perchlorate and nitrate contamination, which puts the City in a position to further define and develop its rights in the Two Basins.

As previously discussed in Section 9, Hydrology and Water Quality, the proposed project would demand approximately 28.57 afy. This projected water demand represents a modest 0.9-percent of the projected groundwater supply from 2015 through 2035. According to Table 12, projected groundwater supplies for the City of La Verne would be 3,061 afy from 2015 through 2035, with no less than 13,921 afy available when including the imported supply. Thus, the proposed project's estimated water demand of 28.57 afy would not substantially deplete groundwater supplies.

In addition to groundwater supplies, the City of La Verne uses imported water from TVMWD to supplement its water supplies. As shown in Table 12, the City of La Verne projects importing 10,680 afy 2015 through 2035. These imported water supplies would supplement the groundwater supplies that are used by the City and the proposed project, further reducing the project's groundwater use. Therefore, impacts associated with groundwater supplies would be less than significant

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The LACSD's San Jose Creek WRP, which is the wastewater treatment facility that serves the project area, has a nominal capacity of 112,055 afy. According to wastewater generation rates published by LACSD (the Los Angeles County Sanitation Districts, ND), residential dwellings within a building of five units or more produce 156 gpd of wastewater, while commercial/store uses generate 100 gpd/1000 square feet. Using these LACSD generation rates, the proposed project's 36 residential units would produce approximately 5,616 gpd of wastewater and its

10,500 sq ft of retail use would generate roughly 1,050 gpd. Collectively, the proposed project is projected to produce a wastewater flow of 6,666 gpd, or 7.47 afy.

Compared to the 112,055 afy of wastewater that LACSD's San Jose Creek WRP currently treats, the proposed project's 7.47 afy contribution to the regional wastewater flow would be nominal and could be treated at these existing wastewater treatment facilities without the construction of new or expansion existing facilities. Therefore, impacts associated with wastewater treatment capacity would be less than significant

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. Solid waste collection services in the City of La Verne are provided by Waste Management of San Gabriel/Pomona Valley. Once collected, refuse is transported to a permitted landfill in the project region, including the Sanitation District of Los Angeles County's Puente Hills Landfill in Industry, California. The Puente Hills Landfill is scheduled for closure at the end of 2013, after which refuse would be transported to the Mesquite Regional Landfill in Imperial County. The 1365-acre Puente Hills Landfill has a permitted disposal area of 433 acres, a permitted capacity of 13,200 tons per day, and a total permitted capacity of 74,000,000 cy. The 4,250-acre Mesquite Regional Landfill has a permitted disposal area of 2,290 acres, a permitted capacity of 20,000 tons per day, and a total permitted capacity of 600 million tons.

According to the California Department of Resources Recycling and Recovery (CalRecycle), multifamily residential land uses generate an estimated 1.17 tons of waste per dwelling unit per year (CalRecycle 2010), while commercial retail land uses create an estimated 0.0024 tons of waste per square foot per year (CalRecycle 2011). Using these measures, the proposed project's 36 dwelling units would generate approximately 42.12 tons of waste per year, while the project's 10,500 sq ft of retail commercial space would create 25.2 tons per year. With the Puente Hills Landfill permitted to accept a maximum of 13,200 tons of waste per day (or 4.8 million tons annually) and the Mesquite Regional Landfill permitted to accept a maximum of 20,000 tons per day (or 7.3 million tons per day), the proposed project's estimated contribution of 67.32 tons per year would be considered minimal. Therefore, impacts associated with solid waste would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. All collection, transportation, and disposal of any solid waste generated by the proposed project would comply with all applicable federal, State, and local statutes and regulations. Solid waste collection services in the City of La Verne are provided by Waste Management of San Gabriel/Pomona Valley. Waste Management is permitted and licensed to collect, transport, and dispose of solid waste and recyclables for the City of La Verne. Waste Management facilities and operations are periodically inspected by County and State agencies for compliance with all applicable statutes and regulations.

Once collected by Waste Management, solid waste is transported to a landfill facility with the permitted capacity to accept the refuse.

Additionally, any hazardous materials used on the project site during either construction or operation phases would be collected, transported, and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such materials. Therefore, impacts associated with solid waste statutes and regulations would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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?	☐	☒	☐	☐

Environmental Evaluation

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

Less Than Significant With Mitigation Incorporated. As previously discussed in Section 2.4, Biological Resources, the project site is located in an urban environment and consists of various land uses. The majority of the plant species found on the project site consist of non-native and ruderal species typical of disturbed, undeveloped sites. Together, the onsite plant species form a non-native, non-cohesive plant community not known to support any candidate, sensitive, or special status plant species, including the species identified by CNDDB. However, construction of the proposed project would include the removal and/or relocation of several mature trees currently found on the project site. These trees could potentially contain nesting birds that are protected by the Migratory Bird Treaty Act. As a result, Mitigation Measures BIO-1a and BIO-1b would be necessary in order to reduce impacts to less than significant.

Most of the trees on the project site are slated for removal due to proposed development, while others are recommended for removal because of poor health and/or structural defects that pose a high risk of structural failure. Trees recommended for relocation consist of high valued species processing good health and structural condition and include three of the coast live oak (*Quercus agrifolia*) currently found on the project site. To encourage these relocated trees to survive and thrive in their new location, Mitigation Measure BIO-2 would be necessary in order to reduce impacts to less than significant.

Additionally, per Section 2.5, Cultural Resources, the project site is located adjacent to the existing Whitney Building, which has been examined and documented by a qualified cultural resource specialist as part of the Cultural Resources Report (Appendix C) prepared for the proposed project. The Whitney Building was found to be potentially eligible for the National Register of Historic Places (NR). Because the structure is considered NR-eligible, the structure is also by extension eligible for listing on the California Register of Historical Resources following CEQA Guidelines.

The proposed project would be constructed in a Mediterranean style that is reasonably dissimilar to the Neoclassical style of the Whitney Building. Therefore, the project could indirectly affect the existing viewshed of the Whitney Building such that there is a chance that its eligibility could be reduced below a critical historical threshold. Because of this possibility, Mitigation Measures CR-1 through CR-2 are recommended to reduce the potential for negative impacts to the viewshed of the Whitney Building to a less than significant level.

Review of the project site shows that the entire modern ground surface has been previously disturbed as a result of historic agricultural use, then further disturbed as the David and Margaret campus was being developed over the years. Prehistoric cultural resources exposed on the modern ground surface are unlikely to survive intact under these conditions. It is possible, however, that buried prehistoric resources would be uncovered during earthmoving and other similar construction activities. In the event that prehistoric resources are inadvertently uncovered during ground-disturbing activities, Mitigation Measure CR-3 is recommended to reduce the potential for negative impacts to a less than significant level.

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

Less Than Significant With Mitigation Incorporated. Per Section 2, Environmental Checklist and Environmental Evaluation, of this IS, environmental impacts associated with construction and/or operations of the proposed project would be less than significant with the implementation of mitigation measures. The proposed project's contribution to potential cumulative impacts to Biological Resources, Cultural Resources, and Noise is not considered cumulatively considerable,

and therefore, is not considered cumulatively significant. The Mitigation Measures identified in Section 2, Environmental Checklist and Environmental Evaluation, would further reduce the proposed project's contribution to cumulative impacts to less than significant.

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

Less Than Significant With Mitigation Incorporated. As discussed throughout Section 2, Environmental Checklist and Environmental Evaluation, of this IS, with the incorporation of previously identified Mitigation Measures, all environmental impacts associated with construction and/or operation of the proposed project would be less than significant, and therefore would not have a substantial adverse effect, either directly or indirectly, on human beings.

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Mitigation Monitoring and Reporting Program
Cedar Springs Apartments
David and Margaret Youth and Family Services
City of La Verne, Los Angeles County, California

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September 12, 2012

Table 1: Cedar Springs Apartments Mitigation Monitoring and Reporting Program

IS-MND Section	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
					Date	Initials
Section 2.4 Biological Resources	**MM BIO-1a.** Due to the presence of suitable nesting habitat within the project site, all tree construction and/or removal/relocation activities should occur outside the general nesting season from February through August. If construction and/or removal/relocation activities must occur during the general nesting season, the Applicant shall retain the service of a qualified biologist to conduct a pre-construction nesting survey on the project site for nesting birds 30 days prior to construction and/or tree removal/relocation activities. In the event that the biologist determines that nesting birds occur on the project site, MM BIO-1b would be required.	Onsite survey conducted by a qualified biologist, followed by submittal of a summary report that shall outline the findings of the survey.	30 days or less prior to construction and/or tree removal/relocation activities, if such activities occur during the general nesting season. The summary report shall be submitted following completion of the survey.	City of La Verne Community Development Department		
	MM BIO-1b. In the event that nesting birds protected under the Migratory Bird Treaty Act (MBTA); candidate, sensitive, or special status species; or any other species of note are determined to occur on the project site, no construction and/or tree removal/relocation activities may occur around the nest until the nest is no longer active. If construction and/or tree removal/relocation activities must occur within 300-feet of an active nest or 500-feet of an active raptor nest, a biological monitor shall be present onsite to ensure that no direct take of the active nest occurs as a result. Construction and/or tree removal/relocation activities may continue at the discretion of the biological monitor.	Onsite monitoring conducted by a qualified biologist, followed by submittal of a summary report that shall outline the findings of the monitoring.	Daily monitoring shall occur in the event that construction and/or tree removal/relocation activities must occur within 300-feet of an active nest or 500-feet of an active raptor nest. The Summary report shall be submitted following completion of the monitoring.	City of La Verne Community Development Department		

IS-MND Section	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
					Date	Initials
	MM BIO-2. The Applicant shall follow all recommendations as contained within the Arborist Report prepared by Arbor Essence (Appendix B) to ensure the survival of any relocated tree on the project site. The Applicant shall retain the service of a qualified arborist to ensure incorporation of the recommendations during construction of the proposed project. Prior the commencement of any construction and/or tree removal/relocation activities, the applicant shall prepare and submit to the City of La Verne for review and approval a Tree Removal Applicant and Tree Removal Plan per the City's Municipal Code Chapter 18.78.	Site visit by a qualified arborist, followed by submittal of a summary report that shall outline that construction of the proposed project is incorporating the recommendation in the Arborist Report.	During site construction and/or tree removal/relocation activities.	City of La Verne Community Development Department		
Section 2.5 Cultural Resources	**MM CR-1.** Construction of the proposed project shall include a consideration of roofing material in that the roofing materials used should match the style, look, and color of the roofing materials on the Whitney Building. Because reddish quarter-round tile was used to recover the roof of this existing structure, and such materials have been used to cover the roofs of nearby buildings within the existing David and Margaret campus, a similar material applied to the roofs of the new buildings would reduce the potentially negative impacts to the viewshed of the Whitney Building to a less than significant level.	Verify inclusion of the recommendations within the final design plans, followed by a site inspection to verify implementation.	Inclusion within the final design plans shall occur prior to issuance of final building permit. Site inspection shall occur prior to issuance of occupancy permit.	City of La Verne Community Development Department		

IS-MND Section	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
					Date	Initials
	MM CR-2. Because the dominate color scheme of the Whitney Building is white, a similar dominant color scheme shall be applied to the proposed buildings. A similar color scheme would reduce the potentially negative impacts to the viewshed of the Whitney Building to a less than significant level.	Verify inclusion of the recommendations within the final design plans, followed by a site inspection to verify implementation.	Inclusion within the final design plans shall occur prior to issuance of final building permit. Site inspection shall occur prior to issuance of occupancy permit.	City of La Verne Community Development Department		
	MM CR-3. If during project-related earthmoving buried prehistoric cultural resources are encountered, construction shall stop at the location of the find and the discovery avoided until an archaeologist qualified to perform prehistoric studies in the City of La Verne is called to the site to inspect the find. Upon completion of their inspection, the qualified archaeologist shall provide recommendations to the City Planning Department and the Applicant if further research on the find is warranted.	Onsite survey conducted by a qualified archeologist, followed by submittal of a summary report that shall outline the findings of the survey.	During construction of the proposed project.	City of La Verne Community Development Department		
Section 2.12 Noise	**MM NOI-1.** All construction equipment shall use available noise suppression devices and properly maintained mufflers. All internal combustion engines used in the project area shall be equipped with the type of muffler recommended by the vehicle manufacturer. In addition, all equipment shall be maintained in good mechanical condition to minimize noise created by faulty or poorly maintained engine, drive train, and other components.	Verify inclusion in project specifications, followed by site inspections.	During construction of the proposed project.	City of La Verne Community Development Department		

IS-MND Section	Mitigation Measure	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
					Date	Initials
	MM NOI-2. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receptors and as far as possible from the boundary of sensitive receptors.	Verify inclusion in project specifications, followed by site inspections.	During construction of the proposed project.	City of La Verne Community Development Department		

City of Long Beach

Safran Senior Housing Project

Final Environmental Impact Report

SCH # 2012091026

December 2012

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Environmental Scientists Planners Engineers

Final
Environmental Impact Report

Safran Senior Housing Project

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December 2012

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Safran Senior Housing Project EIR

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EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, and the environmental impacts, mitigation measures, and residual impacts associated with the proposed project.

PROJECT SYNOPSIS

Project Applicant

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Project Description

This Environmental Impact Report (EIR) has been prepared to examine the potential environmental effects of the proposed Safran Senior Housing project. The following is a summary of the full project description, which may be found in Section 2.0 *Project Description.*

The proposed project would involve conversion of an existing 31,006 square foot church building at 3215 East 3rd Street into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit and associated amenities/common areas. The project also includes demolition of the existing single family home and detached garage on the adjacent parcel at 304 Obispo Avenue and construction of a 12-space parking lot serving the project. Table ES-1 provides a summary of proposed development. In Section 2.0, *Project Description*, Figure 2-5 shows the proposed site plan, Figures 2-6a and 2-6b show the proposed elevations, and Figure 2-7 shows a rendering of the completed project in the context of its surroundings.

Vehicular access to the senior housing project would be from Obispo Avenue into the proposed parking lot (or to street parking on East 3rd Street, Obispo Avenue, or other local street). The primary pedestrian access to the proposed building would be from East 3rd Street. The current wooden doors on Obispo Avenue would be removed and replaced with ten lite doors with transoms, which would serve as private entries for units. There would be additional entries to the ground floor and lower level on the north side of the existing church, accessible from the parking lot. The primary changes to the exterior of the building would consist of the following (also shown on Figures 2-6a and 2-6b):

<u>West Elevation</u>

1. New window at area well.
2. New doors to replace the existing entry doors.
3. New window at north tower.
4. Guardrails added at 2nd floor units.
5. Wall and gate added at parking lot.

South Elevation

1. New window at area well.
2. New windows and door at Lobby.
3. New mechanical platform and screen.

North Elevation

1. New doors at lower level units and new windows at area well.
2. New doors to replace existing.
3. Various openings infilled and new lightwell opening added.
4. Removing existing stairs.

East Elevation

1. New area well and opening.
2. Existing door and window openings infilled, add new window.
3. New mechanical platform and screen.

Table ES-1
Project Summary

Land Use	Size (square feet)	Quantity
Senior Housing Residential	15,176	24 units
Manager's Unit	750	1 unit
Amenities/Common and Other Areas	15,080	n/a
Gross Building Area	31,006	n/a
Parking Spaces	n/a	12 spaces

Implementation of the project would require the following discretionary approvals from the City of Long Beach:

- **Site Plan Review –** Site plan review is required for construction of more than five residential units. The following aspects of the project would also require a waiver through the Site Plan Review process:
  - **Open Space –** No outdoor open space is provided under the project, but is required under the Municipal Code.
  - **Structures within the Front Yard Setback –** A 42-inch high railing and light wells are proposed under the project within the 15-foot front yard setback, which requires a waiver under the Municipal Code.
- **Administrative Use Permit –** Required for conversion of a legal nonconforming use (church) to another nonconforming use (senior housing).
- **Certificate of Appropriateness –** Required for any exterior alterations to a building within a designated historic district.
- **Lot Tie –** Required to tie the proposed parking lot on the adjacent parcel to the senior housing project.

- **Planning Commission Waiver** The project would require a waiver from the Planning Commission to allow 12 off-street parking spaces rather than the 13 off-street parking spaces required by Chapter 21.41.216 of the Long Beach Municipal Code.
- **Variances –** the project would require approval of variances for the following aspects of the project:
    - Open parking spaces (instead of enclosed garage parking spaces).
    - More than 50% compact size parking spaces.
    - Parking lot side and rear yard setbacks of less than five feet.
    - A reduced turning radius of less than 24 feet for a standard size parking stall.
    - A one-way driveway for two-way traffic instead of a two-way driveway.

The City has also expressed a desire that the applicant request designation as a historic landmark for the former church property. Approval of such a request would also require discretionary approval from the City.

ALTERNATIVES

Three alternatives to the proposed project were selected for consideration as follows:

- Alternative 1: No Project (no change to existing land uses)
- Alternative 2: Relocate 304 Obispo Avenue Residence
- Alternative 3: Minimize Exterior Changes to Former Church Building

The No Project alternative would involve no change to the environment and is therefore considered environmentally superior overall. It should be noted, however, that this alternative would not preclude future development of the site and/or renovations or expansions of existing structures or uses. Among the other two alternatives, Alternative 2, the Relocate 304 Obispo Avenue Residence alternative, is considered environmentally superior.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-2 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if any). Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines.* Class III impacts are considered less than significant impacts.

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Residual Impact
AESTHETICS		
Impact AES-1. The proposed project would involve replacing the existing single-family home at 304 Obispo Avenue with a surface parking lot, and making some changes to the exterior of the former Immanuel Community Church building at 3215 East 3rd Street. These changes would alter the visual character of the project site and would have the potential to damage scenic resources. However, due to the relatively limited scope of the proposed changes within a highly urbanized context, the project's impact would be Class III, *less than significant*.	None required	Less than significant
Impact AES-2. The proposed changes would not conflict with adopted policies of the City of Long Beach related to aesthetics, and would therefore produce a Class III, *less than significant*, impact.	None required	Less than significant
CULTURAL RESOURCES		
Impact CR-1. The proposed Safran Senior Housing Project would involve demolition of the single family residence at 304 Obispo Avenue and construction of a surface parking lot on the property, as well as changes to the exterior of the former Immanuel Community Church building at 3215 E. 3rd Street. These properties are contributors to a designated historic district, and the project would result in a reduction to the design integrity of the historic district. While impacts to the former church building could be mitigated to a less than significant level, demolition of the residence would lead to the complete loss of a contributor to a historic district, and this impact would be Class I, *significant and unavoidable.*	**CR-1(a): 304 Obispo Avenue Documentation Report.** In consultation with the Planning Bureau of the Long Beach Development Services Department, a historic preservation professional qualified in accordance with the Secretary of the Interior's Standards shall be selected to complete a Documentation Report on the property at 304 Obispo Avenue. The property shall be documented with archival quality photographs of a type and format approved by the City of Long Beach. This documentation, along with historical background for this property, shall be submitted to an appropriate repository approved by the City of Long Beach. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits. **CR-1(b): Immanuel Community Church Certificate of Appropriateness.** The proposed alterations to the former Immanuel Community Church building at 3215 E. 3rd Street shall be subject to the issuance of a Certificate of Appropriateness by the City of Long Beach Cultural Heritage Commission, which shall find that the proposed alterations conform to the *Secretary of the Interior's Standards* prior to the issuance of the Certificate of Appropriateness. All provisions of Ordinance C-7937, "An Ordinance of the City Council of the City of Long Beach	Significant and unavoidable

Table ES-2 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Residual Impact
	Designating the Bluff Heights Historic Landmark District," particularly with respect to retaining and preserving all original architectural materials and design features, shall apply to this review.	
NOISE (see Initial Study, Appendix A)		
Impact N-1. If loaded trucks leaving the project site used Obispo Avenue or Coronado Avenue south of East 3rd Street, they could come within 25 feet of certain school buildings and produce vibration levels up to 86 VdB, thus exceeding the 75 VdB threshold for institutional land uses with primary daytime use, such as churches and schools. This impact would be Class II, significant but mitigable.	**N-1: Heavy Truck Restriction/Haul Routes.** The construction contractor shall prohibit heavy trucks from driving on either Obispo Avenue or Coronado Avenue south of East 3rd Street. Heavy trucks include all cargo vehicles with three or more axles, generally with gross vehicle weight greater than 26,400 lbs. The preferred haul route for demolition and construction materials shall be East 3rd Street to Redondo Avenue to the nearest major arterial or freeway.	Less than significant with mitigation incorporated

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1.0 INTRODUCTION

This document is a Draft Environmental Impact Report (EIR) for the proposed Safran Senior Housing Project, located in the City of Long Beach, County of Los Angeles. For the purposes of this analysis, the Safran Senior Housing Project refers to the development scenario proposed by Thomas Safran & Associates for the entire 0.48-acre site, as detailed in Section 2.0, *Project Description*.

This section describes: (1) the purpose and legal authority of the EIR; (2) the general background of the project; (3) the scope and content of the EIR; (4) lead, responsible, and trustee agencies; (5) the environmental review process required under the California Environmental Quality Act (CEQA); and (6) areas of known public controversy.

1.1 ENVIRONMENTAL IMPACT REPORT BACKGROUND

A Notice of Preparation (NOP) of an environmental impact report was prepared for the proposed project and distributed for agency and public review for the required 30-day review period on September 13, 2012. Five written responses to the NOP were received (including the State Clearinghouse letter confirming receipt of the NOP). The NOP is presented in Appendix A, along with the Initial Study that was prepared for the project and the NOP responses received. The intent of the NOP was to provide interested individuals, groups, public agencies and others a forum to provide input to the City regarding scope and focus of the EIR. Table 1-1 lists the issues relevant to the EIR that were brought up in the NOP written comments and the EIR sections where the issues are addressed.

Table 1-1 NOP Response Issues

Issue	How Addressed
Native American cultural resources	Initial Study (Appendix A)
Demolition of house at 304 Obispo Avenue	4.2 *Cultural Resources*
Retention of architectural details on former church building	4.1 *Aesthetics* 4.2 *Cultural Resources*
Sewerage service	Initial Study (Appendix A)

1.2 PURPOSE AND LEGAL AUTHORITY

The proposed project requires the discretionary approval of the City of Long Beach. Therefore, it is subject to the requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines,* the purpose of this EIR is to serve as an informational document that:

> *...will inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

This EIR has been prepared as a Project EIR pursuant to Section 15161 of the *CEQA Guidelines.* A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines:*

> *This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.*

This EIR is to serve as an informational document for the public and City of Long Beach decision-makers. The process will culminate with a Planning Commission hearing to consider certification of the Final EIR and approval of the project, unless the Planning Commission's decision is appealed to the City Council, in which case the process would culminate with a City Council hearing to consider certification of the Final EIR and approval of the project.

1.3 SCOPE AND CONTENT/ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

This EIR addresses the issues determined to be potentially significant by the City of Long Beach. The issues addressed in this EIR include:

- *Aesthetics*
- *Cultural Resources*
- *Land Use and Planning (discussed in the Cultural Resources section)*

This EIR addresses the issues referenced above and identifies the potentially significant environmental impacts, including site-specific and cumulative effects of the project, in accordance with the provisions set forth in the *CEQA Guidelines.* In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and background documents prepared by the City. A full reference list is contained in Section 7.0, *References and Report Preparers*.

The Alternatives Section of the EIR (Section 6.0) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines.* The alternatives discussion evaluates the CEQA-required "no project" alternative and two alternative development scenarios for the site. It also identifies the environmentally superior alternative among the alternatives assessed.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The *CEQA Guidelines* provide the standard of adequacy on which this document is based. *CEQA Guidelines* Section 15151 states:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.*

1.4 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The *CEQA Guidelines* define lead, responsible and trustee agencies. The City of Long Beach is the lead agency for the project because it holds principal responsibility for approving this EIR.

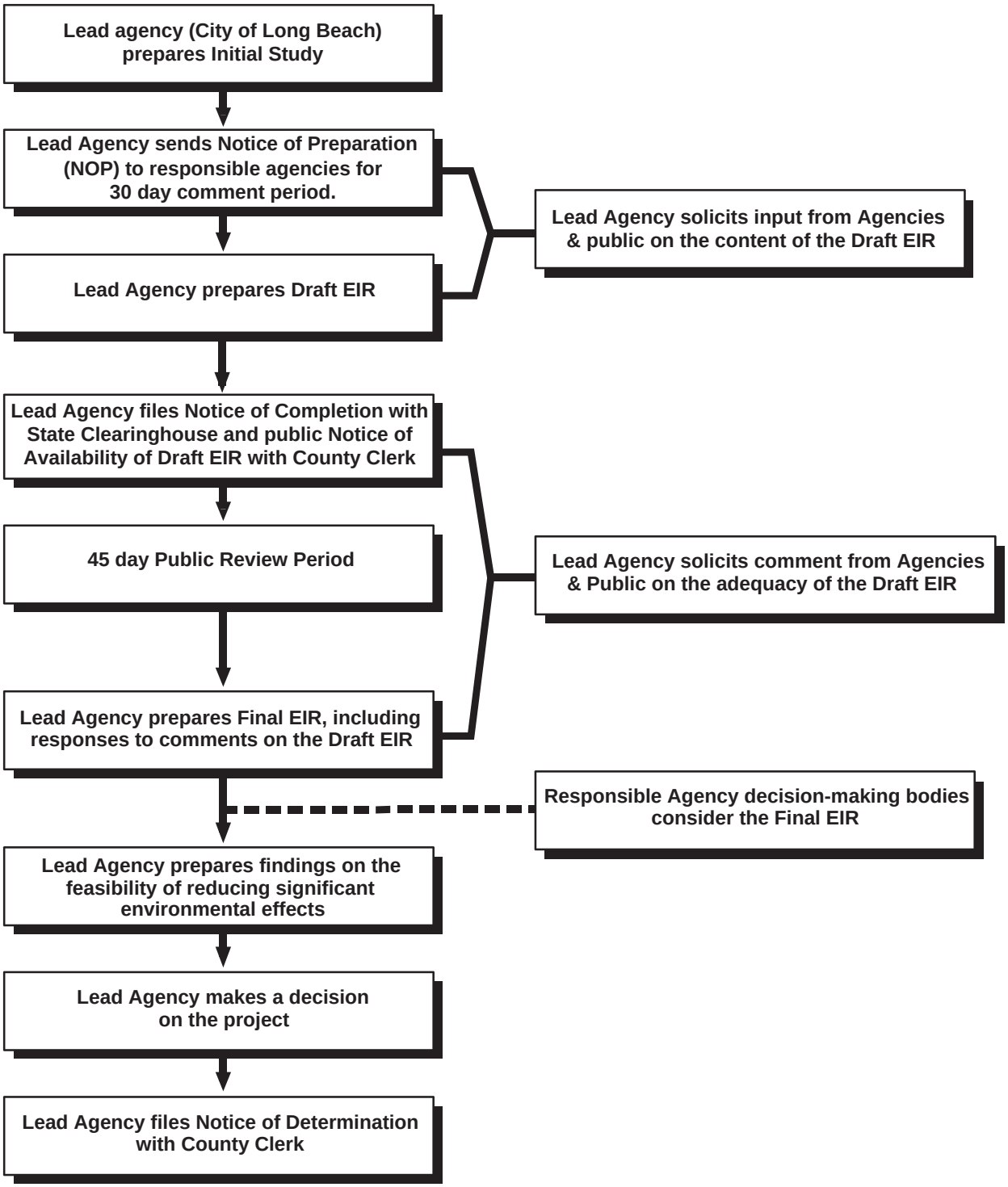
A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. There are no responsible agencies for the project.

A trustee agency refers to a state agency having jurisdiction by law over natural resources affected by a project. There are no trustee agencies for the proposed project.

1.5 ENVIRONMENTAL REVIEW PROCESS

The major steps in the environmental review process, as required under CEQA, are outlined below and illustrated on Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency must file an NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing *(CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the proposed project could create significant environmental impacts.
2. **Draft Environmental Impact Report (DEIR) Prepared.** The DEIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and, h) discussion of irreversible changes.
3. **Notice of Completion and Notice of Availability.** A lead agency must file a Notice of Completion with the State Clearinghouse when it completes a Draft EIR (CEQA Guidelines Section 15085) and prepare a Public Notice of Availability of a Draft EIR. The lead agency must file the Notice of Availability with the County Clerk's office for a 30 day posting period and send a copy of the Notice of Availability to anyone requesting it *(CEQA Guidelines* Section 15087). Additionally, public notice of DEIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public, and respond in writing to all comments received (PRC Sections 21104 and 21153). The minimum public review period for a DEIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the Clearinghouse (Public Resources Code Section 21091) approves a shorter period.
4. **Final EIR.** A Final EIR (FEIR) must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and, d) responses to comments.



CEQA Environmental Review Process

Figure 1-1

5. **Certification of FEIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the FEIR has been completed in compliance with CEQA; b) the FEIR was presented to the decision-making body of the lead agency; and, c) the decision-making body reviewed and considered the information in the FEIR prior to approving a project *(CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** A lead agency may: a) disapprove a project because of its significant environmental effects; b) require changes to a project to reduce or avoid significant environmental effects; or, c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted *(CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible *(CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination.** An agency must file a Notice of Determination within five working days after deciding to approve a project for which an EIR is prepared *(CEQA Guidelines* Section 15094). A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA legal challenges [Public Resources Code Section 21167(c)].

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2.0 PROJECT DESCRIPTION

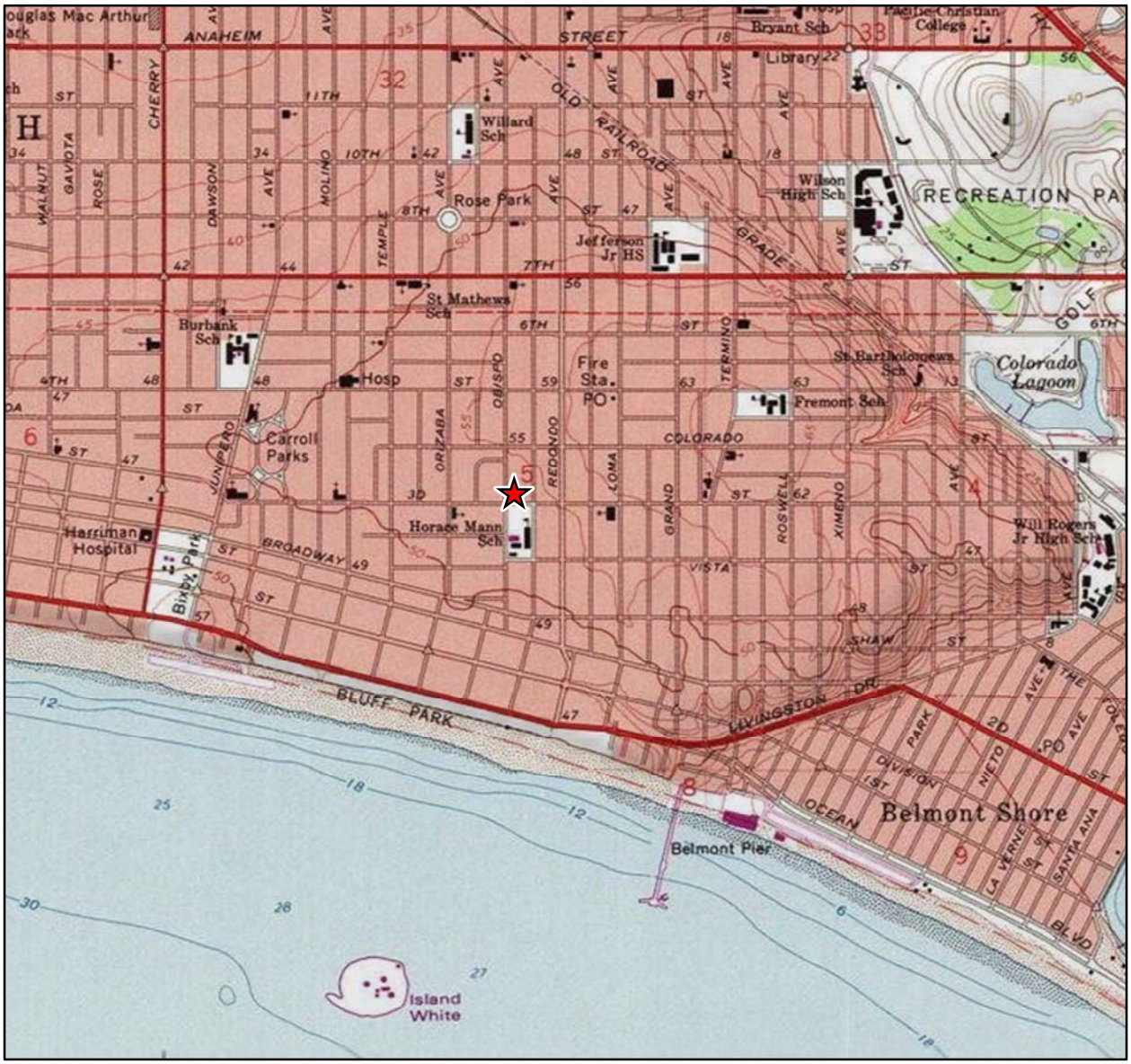
The proposed project involves conversion of an existing 31,006 square foot church building into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit and associated amenities/common areas. The project also includes construction of a 12-space parking lot on an adjacent parcel. Both properties are located in the Bluff Heights Historic District of Long Beach. This section describes the project location, major characteristics of the site and the proposed development, project objectives, and approvals needed to implement the project.

2.1 PROJECT APPLICANT

Thomas Safran & Associates
11812 San Vicente Boulevard, Suite 600
Los Angeles, California 90049
Phone: (310) 820-4888 Fax: (310) 207-6986

2.2 PROJECT LOCATION

The project site consists of two adjoining parcels at 3215 East 3rd Street and 304 Obispo Avenue in the City of Long Beach, County of Los Angeles. Both properties are located in the City's Bluff Heights Historic District. East 3rd Street runs along the southern boundary of the site, Obispo Avenue runs along the western boundary of the site, and single- and multiple-family residences border the site on its northern and eastern sides. As shown on Figure 2-1 (Regional Location), the project site is located in southeast Long Beach, about ½ mile from the Pacific Ocean. The site is regionally accessible from Interstate 710 (the Long Beach Freeway), Interstate 405 (the San Diego Freeway), and State Route 1 (Pacific Coast Highway, or PCH). Figure 2-2 presents an aerial view of the project site and surrounding uses. Figure 2-3 provides street-level photographs of the site, and Figures 2-4(a) and 2-4(b) provide street-level photographs of nearby land uses.



0 1,000 2,000 Feet

N

Project Location

Map images copyright © 2011 ESRI and its licensors. All rights reserved.
Used by permission. USGS Topo, Copyright: © 2011 National Geographic Society.

Regional Location

Figure 2-1

Bing Maps Aerial: (c) 2010 Microsoft Corporation and its data suppliers

Project Boundaries

N

0 50 100 Feet

Aerial View of Project Site and Surrounding Uses Figure 2-2

Photo 1 - Former Immanuel Community Church building.

Photo 2 - Residence at 304 Obispo Ave, with former church building to right.

Project Site Photographs

Figure 2-3

Photo 1 - Neighboring single-family residence at northwest corner of East 3rd Street and Obispo Avenue.

Photo 2 - Neighboring multiple-family residence at southwest corner of East 3rd Street and Obispo Avenue.

Project Site Vicinity Photographs

Figure 2-4a

Photo 3 - Horace Mann School, Coronado Avenue entrance, with former Immanuel Community Church building (far right of picture) in background.

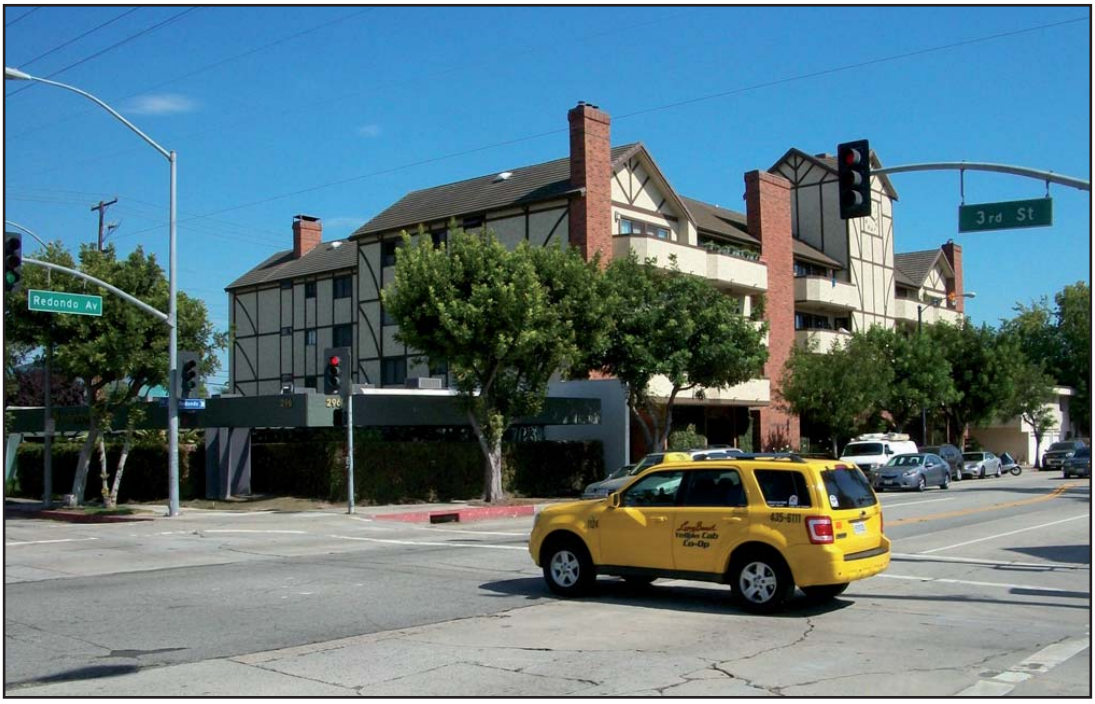


Photo 4 - Commercial building at southeast corner of East 3rd Street and Redondo Avenue.

Project Site Vicinity Photographs

Figure 2-4b

2.3 CURRENT LAND USE AND REGULATORY SETTING

Table 2-1 summarizes the existing characteristics of the project site, which are also described below.

Table 2-1
Existing Site Characteristics

	3215 East 3rd Street	304 Obispo Avenue
Assessor's Parcel Number	7257-020-025	7257-020-022
Site Size	0.35 gross acres	0.13 gross acres
General Plan Land Use Designations	Mixed Style Homes (LUD No. 2)	Mixed Style Homes (LUD No. 2)
Zoning Designations	R-2-A, Two-family Residential, accessory second unit	R-2-A, Two-family Residential, accessory second unit
Current Use and Development	1 currently unoccupied former church building	1 occupied detached single family residence with detached garage
Surrounding Land Use Designations	North, East, and West: same as site South: Institutional and School (LUD 10)	Same as 3215 East 3rd Street
Surrounding Zoning Designations	North, East, and West: R-2-A, Two-family Residential, accessory second unit South: I (Institutional)	R-2-A, Two-family Residential, accessory second unit
Regional Access	Interstate 405 (San Diego Freeway), Interstate 710 (Long Beach Freeway), and State Route 1 (Pacific Coast Highway)	
Local Access	East 3rd Street, Redondo Avenue, East 7th Street, East Ocean Boulevard	
Public Services	Water: Long Beach Water Department Sewer: Long Beach Water Department Fire: Long Beach Fire Department Police: City of Long Beach Police Department	

2.3.1 Current Land Use

The two parcels that make up the project site make are roughly rectangular and generally flat, and together total 0.48 acres. The 0.35-acre parcel at 3215 East 3rd Street is currently developed with one currently unoccupied building, the former Immanuel Community Church. The 0.13-acre parcel at 304 Obispo Avenue is currently developed with one occupied detached single family residence and a detached garage.

The project site is within the Bluff Heights Historic District. The Immanuel Community Church building was constructed between 1922 and 1923. The building was designed by prominent Long

Beach architect W. Horace Austin, and is a contributor to the historic district. The detached single family residence at 304 Obispo Avenue was constructed circa 1920. Because of its age and design, this building is a contributor to the historic district. See Section 4.3 *Cultural Resources* for a full discussion of this topic.

2.3.2 Surrounding Land Uses

The prevailing uses to the north, east, and west of the site are one-, two-, and three-story single- and multi-family residences. Horace Mann Elementary School is located immediately to the south of the project site across East 3rd Street. One- to four-story commercial development is located along Redondo Avenue, two blocks east of the site.

2.3.3 Land Use Regulatory Overview

Both parcels that make up the project site have a General Plan Land Use designation of Mixed Style Homes (Land Use Designation 2), with a corresponding zoning designation of Two-Family Residential, accessory second unit (R-2-A). The project site is also subject to the Bluff Heights Historic District Ordinance, which contains general guidelines and standards for changes to properties within the District. These policies, regulations, guidelines, and standards are discussed in Section X, *Land Use and Planning,* of the Initial Study for the proposed project (Appendix A), and other sections of the Initial Study and this EIR relevant to their respective issue areas.

2.4 PROJECT CHARACTERISTICS

2.4.1 Proposed Land Uses and Development

The proposed project would involve conversion of an existing 31,006 square foot church building at 3215 East 3rd Street into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit and associated amenities/common areas. The project also includes demolition of the existing single family home and detached garage on the adjacent parcel at 304 Obispo Avenue and construction of a 12-space parking lot serving the project. Table 2-2 provides a summary of proposed development, Figure 2-5 shows the proposed site plan, Figures 2-6a and 2-6b show the proposed elevations, and Figure 2-7 shows a rendering of the completed project in the context of its surroundings.

Vehicular access to the senior housing project would be from Obispo Avenue into the proposed parking lot (or to street parking on East 3rd Street, Obispo Avenue, or other local streets). The primary pedestrian access to the proposed building would be from East 3rd Street. The current wooden doors on Obispo Avenue would be removed and replaced with ten lite doors with transoms, which would serve as private entries for units. There would be additional entries to the ground floor and lower level on the north side of the existing church, accessible from the parking lot. The primary changes to the exterior of the building would consist of the following (also shown on Figures 2-6a and 2-6b):

West Elevation

1. New window at area well.
2. New doors to replace the existing entry doors.
3. New window at north tower.
4. Guardrails added at 2nd floor units.
5. Wall and gate added at parking lot.

South Elevation

1. New window at area well.
2. New windows and door at Lobby.
3. New mechanical platform and screen.

North Elevation

1. New doors at lower level units and new windows at area well.
2. New doors to replace existing.
3. Various openings infilled and new lightwell opening added.
4. Removing existing stairs.

East Elevation

1. New area well and opening.
2. Existing door and window openings infilled, add new window.
3. New mechanical platform and screen.

Table 2-2
Project Summary

Land Use	Size (square feet)	Quantity
Senior Housing Residential	15,176	24 units
Manager's Unit	750	1 unit
Amenities/Common and Other Areas	15,080	n/a
Gross Building Area	31,006	n/a
Parking Spaces	n/a	12 spaces

2.4.2 Site Preparation and Construction

The project would involve demolition of the existing single-family detached home and detached garage at 304 Obispo Avenue, and construction of the proposed project improvements. No excavation or cut and fill would be required to prepare the site for construction, but minor grading may be required for the proposed surface parking lot. Other site preparation activities would include utility and infrastructure improvements, paving, and landscaping. Construction is anticipated to begin in October 2013 and last approximately 15 months.

2.5 PROJECT OBJECTIVES

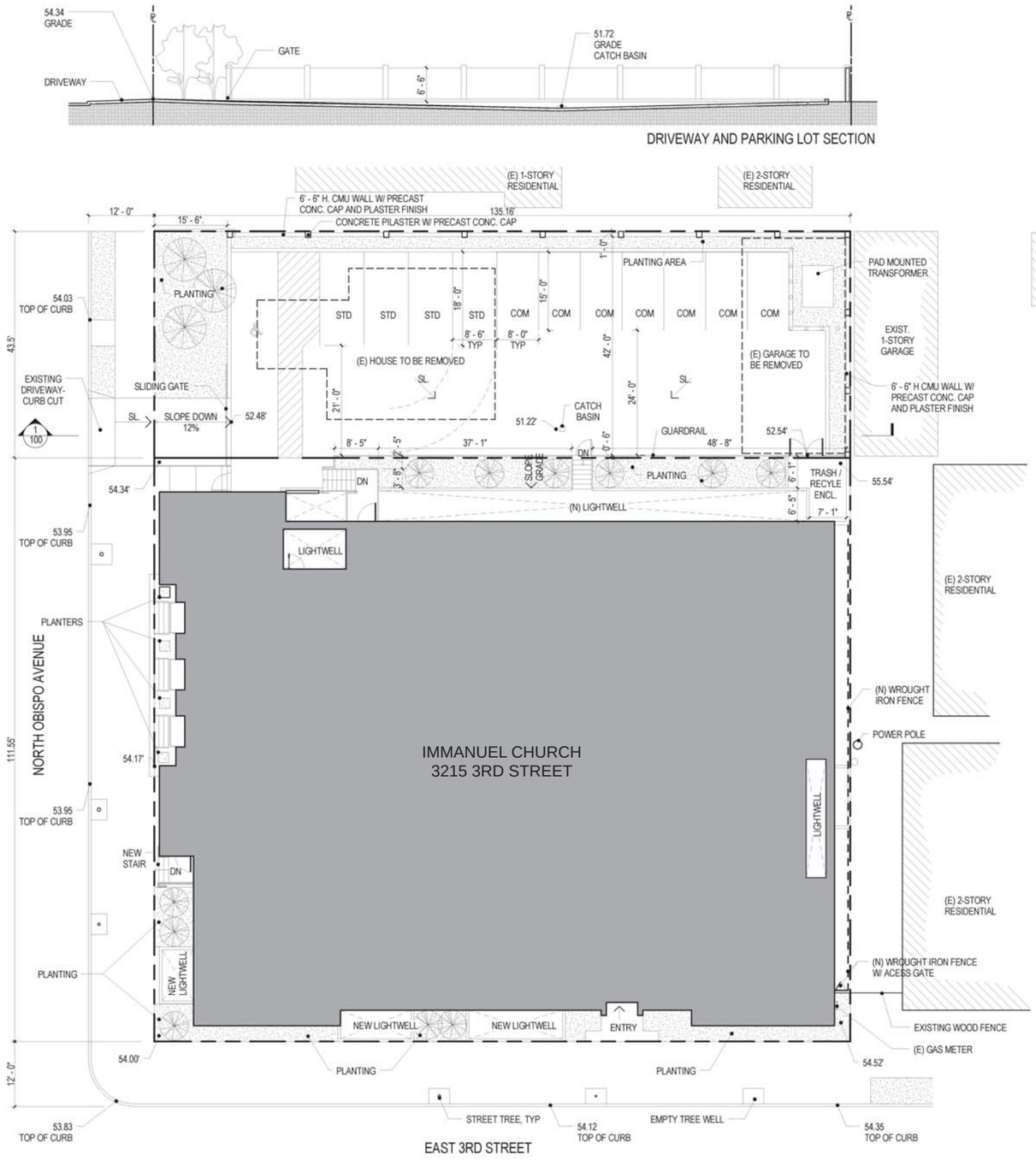
The project applicant's objective is to adaptively re-use the existing church building and parcel immediately to its north, which together make up the project site, for low- or very low- income senior housing. The City's objectives are to facilitate the construction of affordable housing in order to help meet its affordable housing objectives, while retaining the historic integrity of the Bluff Heights Historic District.

2.6 REQUIRED APPROVALS

Implementation of the proposed Safran Senior Housing Project would require the following discretionary approvals from the City of Long Beach:

- **Site Plan Review –** Site plan review is required for construction of more than five residential units. The following aspects of the project would also require a waiver through the Site Plan Review process:
    - **Open Space –** No outdoor open space is provided under the project, but is required under the Municipal Code.
    - **Structures within the Front Yard Setback –** A 42-inch high railing and light wells are proposed under the project within the 15-foot front yard setback, which requires a waiver under the Municipal Code.
- **Administrative Use Permit –** Required for conversion of a legal nonconforming use (church) to another nonconforming use (senior housing).
- **Certificate of Appropriateness –** Required for any exterior alterations to a building within a designated historic district.
- **Lot Tie –** Required to tie the proposed parking lot on the adjacent parcel to the senior housing project.
- **Planning Commission Waiver** The project would require a waiver from the Planning Commission to allow 12 off-street parking spaces rather than the 13 off-street parking spaces required by Chapter 21.41.216 of the Long Beach Municipal Code.
- **Variances –** the project would require approval of variances for the following aspects of the project:
    - Open parking spaces (instead of enclosed garage parking spaces).
    - More than 50% compact size parking spaces.
    - Parking lot side and rear yard setbacks of less than five feet.
    - A reduced turning radius of less than 24 feet for a standard size parking stall.
    - A one-way driveway for two-way traffic instead of a two-way driveway.

The City has also expressed a desire that the applicant request designation as a historic landmark for the former church property. Approval of such a request would also require discretionary approval from the City.



UNIT INFORMATION		
Name	Number	Area
UNIT	101	610 SF
UNIT	102	799 SF
UNIT	104	622 SF
UNIT	105	612 SF
UNIT	106	659 SF
UNIT	108	531 SF
UNIT	109	572 SF
UNIT	110	579 SF
UNIT	111	577 SF
UNIT	112	611 SF
UNIT	201	685 SF
UNIT	202	659 SF
UNIT	204	627 SF
UNIT	205	626 SF
UNIT	206	671 SF
UNIT	207	625 SF
UNIT	208	682 SF
UNIT	301	750 SF
UNIT	302	583 SF
UNIT	303	558 SF
UNIT	304	644 SF
UNIT	305	633 SF
UNIT	306	686 SF
UNIT	307	625 SF
UNIT	308	700 SF
Grand total: 25		

GROSS BUILDING AREA:

1ST FLOOR = 11,016 SF

2ND FLOOR = 11,543 SF

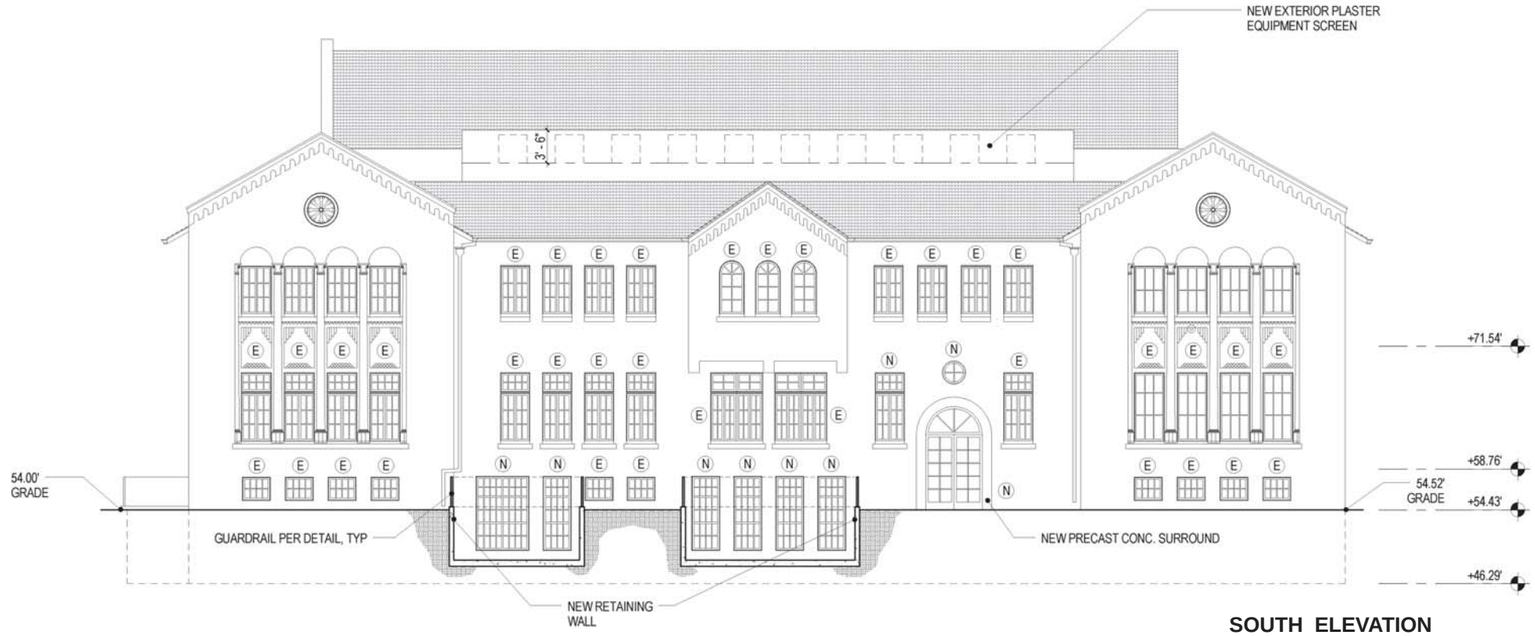
3RD FLOOR = 8,447 SF

TOTAL = +/- 31,006 SF

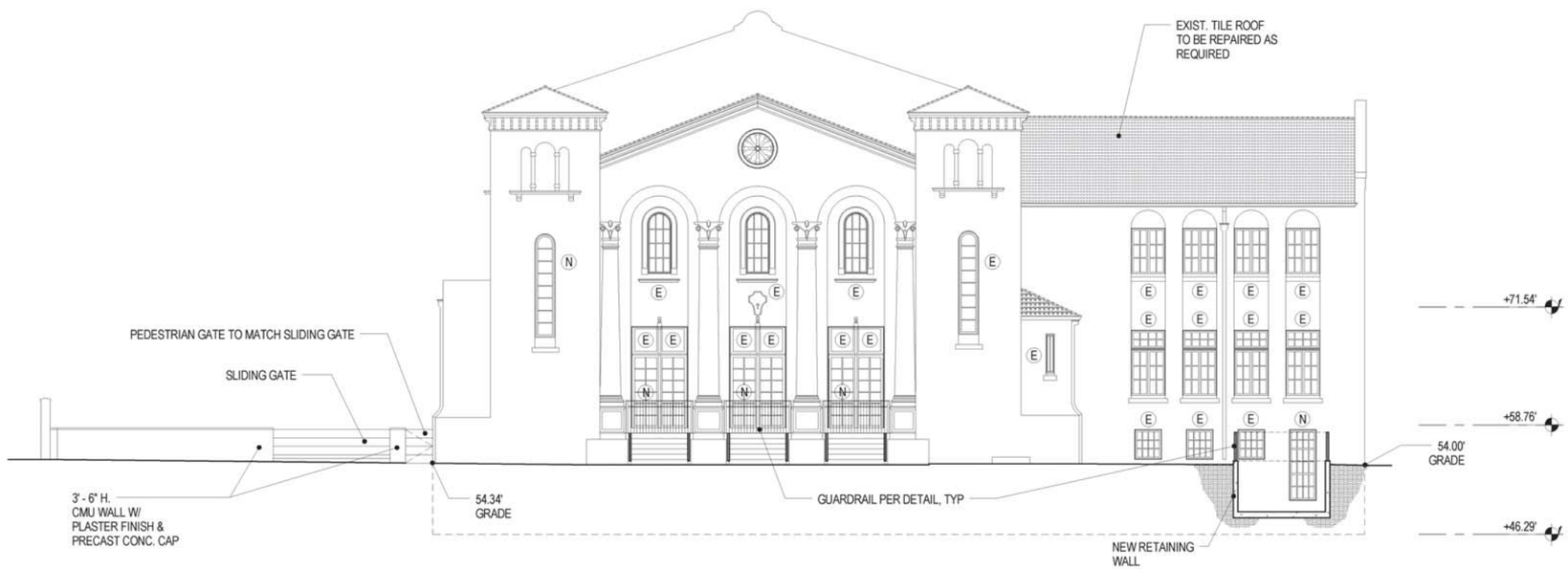
Site Plan

Source: Killefer Flammang Architects, September 2012.

Figure 2-5



SOUTH ELEVATION

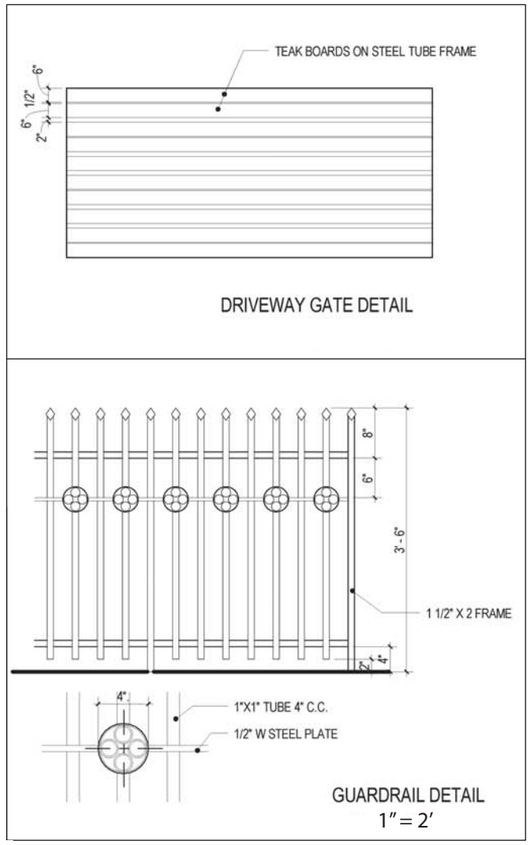


WEST ELEVATION

(E) EXISTING WINDOW TO BE RESTORED & RE GLAZED

(N) NEW WINDOW TO MATCH EXISTING MATERIAL & DESIGN

NOTE: ALL ALUMINUM WINDOWS ARE TO BE REPLACED WITH WOOD WINDOWS TO MATCH EXISTING

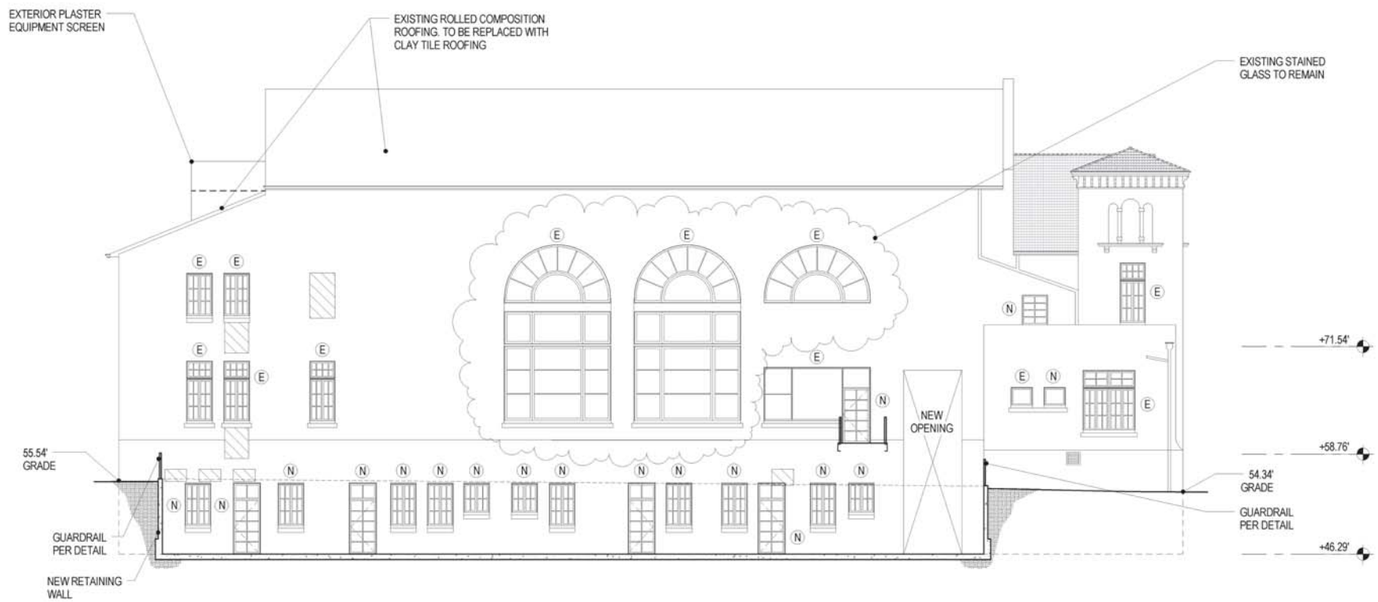


0 8 16
Scale in Feet

South and West Elevations

Source: Killefer Flammang Architects, September 2012.

Figure 2-6a



NORTH ELEVATION

EAST ELEVATION

EXISTING OPENING TO BE INFILLED

(E) EXISTING WINDOW TO BE RESTORED & RE GLAZED

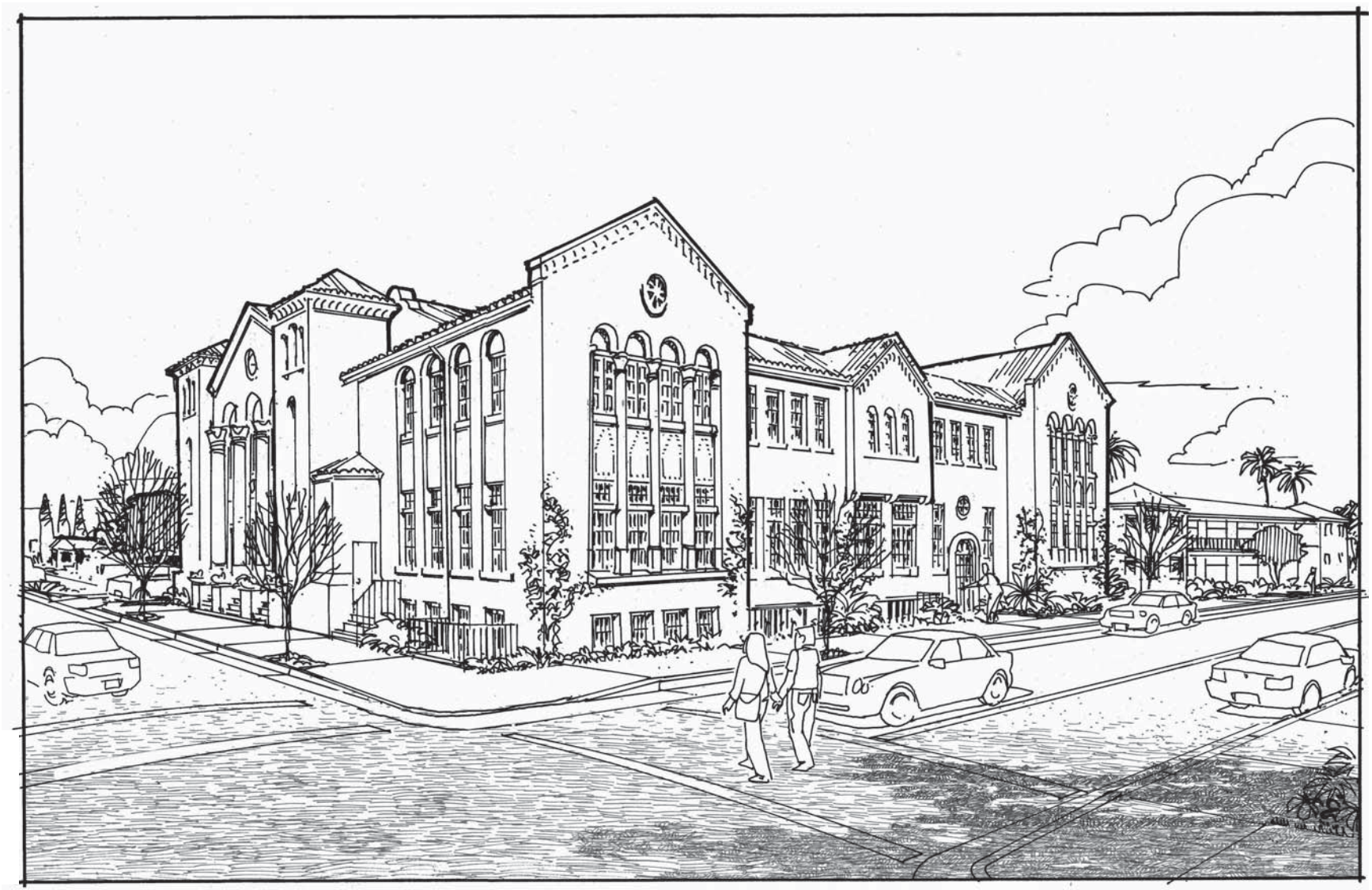
(N) NEW WINDOW TO MATCH EXISTING MATERIAL & DESIGN

0 9 18
Scale in Feet

North and East Elevations

Source: Killefer Flammang Architects, September 2012.

Figure 2-6b



Project Rendering

Source: Killefer Flammang Architects, erniemarjoram.com., August 31, 2012.

Figure 2-7

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3.0 ENVIRONMENTAL SETTING

3.1 REGIONAL SETTING

The project site is located in the City of Long Beach, in southern Los Angeles County, within the greater Los Angeles metropolitan area (refer to Figure 2-1, Regional Location, and Figure 2-2, Project Vicinity, both of which can be found in Section 2.0, *Project Description*). Long Beach is approximately 20 miles south of downtown Los Angeles and is located adjacent to the Pacific Ocean. The total area of the City is approximately 33,908 acres (53 square miles). Developed land comprises approximately 98.6% of Long Beach and about 473 acres, or 1.4%, of the City is undeveloped. Water-covered areas and miscellaneous land uses account for the remaining land. The Mediterranean climate of the region and coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The region is subject to various natural hazards, including earthquakes, tsunami and flooding.

3.2 PROJECT SITE SETTING

The project site consists of two adjoining parcels at 3215 East 3rd Street and 304 Obispo Avenue in the City of Long Beach. Both properties are located in the City's Bluff Heights Historic District. East 3rd Street runs along the southern boundary of the site, Obispo Avenue runs along the western boundary of the site, and single- and multiple-family residences border the site on its northern and eastern sides.

The two parcels that make up the project site are roughly rectangular and generally flat, and together total 0.48 acres. The 0.35-acre parcel at 3215 East 3rd Street is currently developed with one currently unoccupied building, the former Immanuel Community Church. The 0.13-acre parcel at 304 Obispo Avenue is currently developed with one occupied detached single family residence and a detached garage.

The project site is within the Bluff Heights Historic District. The Immanuel Community Church building was constructed between 1922 and 1923. The building was designed by prominent Long Beach architect W. Horace Austin, and is a contributor to the historic district. The detached single family residence at 304 Obispo Avenue was constructed circa 1920. Because of its age and design, this building is a contributor to the historic district. See Section 4.3, *Cultural Resources* for a full discussion of this topic.

Currently, vehicular access to the Immanuel Community Church building is from parking on surrounding streets, and vehicular access to the 304 Obispo Avenue residence is from surrounding streets to an on-site driveway.

The prevailing uses to the north, east, and west of the site are one, two, and three-story single and multi-family residences. Horace Mann Elementary School is located immediately to the south of the project site across East 3rd Street. One- to four-story commercial development is located along Redondo Avenue, two blocks east of the site.

3.3 CUMULATIVE PROJECTS SETTING

CEQA defines "cumulative impacts" as two or more individual events that, when considered together, are considerable or will compound other environmental impacts. Cumulative impacts are the changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be insignificant when analyzed separately, but could have a significant impact when analyzed together. Cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

Cumulative impacts are discussed within each of the specific impact analysis discussions in Section 4.0, *Environmental Impact Analysis*. Section 15130 of the *CEQA Guidelines* states that an adequate discussion of cumulative impacts should include either a list of past, present, and probable future projects producing related or cumulative impacts; or a summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Because there are no projects currently planned or pending in the Bluff Heights Historic District or anywhere else in the vicinity of the project site (personal communication, Craig Chalfant, City of Long Beach, September 2012), the cumulative analysis in this EIR compares the projected population increase that would occur as a result of the proposed project to SCAG population forecasts for the City of Long Beach, as shown in Table 3-1.

Table 3-1 Project Population and Housing Unit Growth Compared to SCAG Population Forecasts

	Housing Units	Population
Current		
Project Site	1	3[1]
Long Beach	163,623[1]	464,662[1]
2020		
Project Site	25	50
Long Beach	175,600[2]	491,000[2]
Increase		
Project Site	24	47
Long Beach	11,977	26,338

[1] *Source: CA DOF E-5 Population and Housing Estimates, May 2012. Average household size in Long Beach is 2.786, and was rounded up to 3 for the single residential unit currently on the project site.*

[2] *Source: SCAG Adopted 2012 RTP Growth Forecast.*

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section discusses the possible environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study and NOP process as having the potential to experience significant impacts. "Significant effect" is defined by the *State CEQA Guidelines §15382* as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.

The assessment of each issue area begins with a discussion of the setting relevant to that issue area. Following the setting is a discussion of the project's impacts relative to the issue area. Within the impact analysis, the first subsection identifies the methodologies used and the "significance thresholds," which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis to determine whether potential impacts are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each impact under consideration for an issue area is separately listed in bold text, with the discussion of the impact and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

> ***Class I, Significant and Unavoidable:*** *An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved.*
>
> ***Class II, Significant but Mitigable:*** *An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings to be made.*
>
> ***Class III, Not Significant:*** *An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.*
>
> ***Class IV, Beneficial:*** *An impact that would reduce existing environmental problems or hazards.*

Following each environmental impact discussion is a listing of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect.

The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other future development in the area.

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4.1 AESTHETICS

4.1.1 Setting

a. Visual Character of the Project Vicinity. The project site is located in southeast Long Beach, approximately ½ mile northeast of the Pacific Ocean, one mile southwest of Colorado Lagoon, 1.4 miles west of Marine Stadium in Alamitos Bay, and two miles northeast of the channelized mouth of the Los Angeles River. The project site is not located along a designated scenic corridor. The site consists of two adjoining parcels at 3215 East 3rd Street and 304 Obispo Avenue. Both properties are located in the City's Bluff Heights Historic District. East 3rd Street runs along the southern boundary of the site, Obispo Avenue runs along the western boundary of the site, and single- and multiple-family residences border the site on its northern and eastern sides. Figures 2-1 and 2-2 in Section 2.0, *Project Description*, illustrate the location of the project site.

The project site is within the Bluff Heights Historic District. The surrounding area is built out with a variety of residential, commercial, and institutional uses in buildings generally ranging from one to three stories. The prevailing uses to the north, east, and west of the site are one, two, and three story single and multi-family residences. Horace Mann Elementary School is located immediately to the south of the project site across East 3rd Street. One- to four-story commercial development is located along Redondo Avenue, two blocks east of the site. Photographs showing the existing visual character of the surrounding area are shown in Figures 2-4a and 2-4b in Section 2.0, *Project Description*.

b. Visual Character of the Project Site. The two parcels that make up the project site are roughly rectangular and generally flat, and together total 0.48 acres. The 0.35-acre parcel at 3215 East 3rd Street is currently developed with one unoccupied building, the former Immanuel Community Church. The 0.13-acre parcel at 304 Obispo Avenue is currently developed with one occupied detached single family residence and a detached garage. The project site is within the Bluff Heights Historic District. The Immanuel Community Church building was constructed between 1922 and 1923. The building was designed by prominent Long Beach architect W. Horace Austin and is a contributor to the historic district. The detached single family residence at 304 Obispo Avenue was constructed circa 1920. Because of its age and design, this building is also a contributor to the historic district. See Section 4.2, *Cultural Resources,* for a full discussion of this topic.

Figure 2-3 in Section 2.0, *Project Description*, presents street-level views of both properties that make up the project site. The former Immanuel Community Church building is approximately 40 feet tall and consists of a half basement level, two above-ground levels, and an attic space. It occupies almost the entire parcel on which it is located. It is a blend of the Spanish Colonial Revival and Neoclassical architectural styles. Originally, the building was faced with tapestry brick and marble, but those materials were covered at a later date with two tones of beige textured stucco. The roofing is orange Spanish tile. The building, while generally in good physical condition, shows some signs of deferred maintenance such as aging and peeling exterior paint and rust stains.

The single family home and detached garage at 304 Obispo Avenue is one story in height and, like many homes in the surrounding neighborhood, Craftsman in style. Some architectural elements, such as textured stucco on the porch piers and aluminum and vinyl windows, have been added since its original construction. It does not exhibit any signs of disrepair or deferred maintenance. Further description of the history of both this property and the former Immanuel Community Church building is contained in Section 4.2, *Cultural Resources*.

c. Regulatory Setting. Citywide policies on scenic vistas focus on protecting views of the City's natural resources as well as views along significant streets and boulevards. The Scenic Routes Element, adopted in 1975, proposed five scenic route systems within the City. The Scenic Routes Element was adopted by the Long Beach City Council in 1975. The purpose of the Scenic Routes Element is to protect and enhance the scenic resources of the City of Long Beach, by establishing a system of scenic routes along existing roadways that traverse areas of scenic beauty and interest. There are no scenic routes in the immediate project site vicinity. The closest Scenic Route is Ocean Boulevard. The project site is not within the viewshed of Ocean Boulevard, which therefore would not be impacted by this project (personal communication, Craig Chalfant, City of Long Beach, September 2012).

Neighborhood aesthetics and character are addressed in several City policies, especially those contained in the Urban Design Analysis, Conclusions and Policy Directions Section of the Land Use Element and several in the Conservation and Scenic Routes Elements. These issues are further addressed in the City's Zoning Ordinance through a range of development standards that are applied by zoning district. In addition, because the project site is located within the Bluff Heights Historic District, and the structures on the project site have been identified as contributors to this District, they are subject to the City of Long Beach Bluff Heights District Ordinance (Ord. No. C-7937), which identifies general guidelines and standards for any changes to contributing properties within the District. The guidelines are used as standards for the City's Cultural Heritage Commission in making decisions about Certificates of Appropriateness as required by Chapter 2.63 of the Long Beach Municipal Code. The guidelines are an aid to property owners and others formulating plans for new construction, for rehabilitation or alteration of an existing structure, and for site development. The goal of the Certificate of Appropriateness review is to retain and preserve all original architectural materials and design features, to encourage rehabilitation that restores original historic fabric rather than remodels, and to ensure architectural compatibility between new and old.

Policies and design standards from the City's General Plan related to aesthetics that apply to the proposed project are discussed below. This section primarily focuses on those requirements most applicable to the design of the proposed project for the purpose of assessing whether any inconsistency with these standards creates a significant impact on the City's visual resources. The project's consistency with the City's Zoning Ordinance is discussed in the Initial Study (Appendix A), and its consistency with the Bluff Heights District Ordinance is discussed in Section 4.2, *Cultural Resources.* The ultimate determination of whether the proposed project is consistent with the General Plan, Zoning Ordinance, and City of Long Beach Bluff Heights District Ordinance resides exclusively with the decision-making bodies (Site Plan Review Committee, Planning Commission, and City Council).

The General Plan policies most applicable to the proposed project are listed below.

Land Use Element

- *Affordable Housing: Long Beach views its existing housing stock as its greatest resource of affordable housing, and will stimulate and support continued maintenance and reinvestment in that housing stock. It will take advantage of every State and Federal program to make its housing affordable to its population, but it will not sacrifice long-term quality for short-term affordability in new or rehabilitated housing (p. 18).*

- *Neighborhood Emphasis: Long Beach recognizes a strong neighborhood to be the essential building block of a City-wide quality living environment and will assist and support the efforts of residents to maintain and strengthen their neighborhoods (p.18).*

- *Facilities Maintenance: Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City and ensuring that future generations need not bear the burden of deferred maintenance (p. 18).*

- *Land Use (Eastside and Carroll Park): Maintaining the mix of commercial and residential uses is desirable. …Continuing the preservation of the California bungalow and other architecturally significant and affordable housing stock through rehabilitation is warranted. …The remainder of the Eastside [outside of Carroll Park, but including the Bluff Heights Historic District] should support a mix of primarily low and some moderate density housing. Problems caused by adjoining but different land use types and intensities should be lessened by an insistence on proper design (p. 123).*

- *Design Controls/Architectural Compatibility. … Elsewhere in the Eastside [outside of Carroll Park, but including the Bluff Heights Historic District], conformance should be stressed with regards to scale of development, protection of views, sunlight, privacy and compatibility with California bungalow and Mediterranean architectural style (p. 123).*

Conservation Element

- *To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value (p.8).*

- *To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential (p. 11).*

4.1.2 Impact Analysis

a. Methodology and Significance Thresholds. The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Different viewers react to

viewsheds and aesthetic conditions differently. This evaluation measures the existing visual resource against the proposed action, analyzing the nature of the anticipated change. The project site was observed and photographically documented, as was the surrounding area, to assist in the analysis.

An impact is considered significant if it can be reasonably argued that the project would:

- *Adversely affect a viewshed from a public viewing area (such as a park, scenic highway, roadway, or other scenic vista);*
- *Substantially damage an existing visual or scenic resource, including but not limited to trees, rock outcroppings or historic buildings;*
- *Substantially degrade the existing visual character or quality of the site and its surroundings; or,*
- *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.*

As discussed in the Initial Study (Appendix A), project implementation would not significantly affect any scenic vistas or create a new source of substantial light or glare that would adversely affect day or nighttime views in the area (the first and fourth thresholds listed above). As such, these impacts would be less than significant and are not further discussed in this section. The Initial Study determined that the proposed project could result in potentially significant impacts with regard to scenic resources and visual character or quality (the second and third and thresholds listed above). For that reason, the EIR analyzes the potential impacts to scenic resources and the existing visual character and quality of the site and its surroundings under Impact AES-1. Additionally, the EIR analyzes the project's consistency with adopted policies of the City of Long Beach related to aesthetics under Impact AES-2.

b. Project Impacts and Mitigation Measures.

Impact AES-1 **The proposed project would involve replacing the existing single-family home at 304 Obispo Avenue with a surface parking lot, and making some changes to the exterior of the former Immanuel Community Church building at 3215 East 3rd Street. These changes would alter the visual character of the project site and would have the potential to damage scenic resources. However, due to the relatively limited scope of the proposed changes within a highly urbanized context, the project's impact would be Class III, *less than significant*. This impact discussion encompasses the second and third bullets shown in Section 4.1.2a above.**

The project site is located in an urban area in southeast Long Beach. Surrounding development consists primarily of one- to three-story structures, as well as the playground of Horace Mann Elementary School, which is directly across East 3rd Street to the south of the project site and is the largest open space in its immediate vicinity. Existing on-site development consists of a single family residence and the former Immanuel Community Church building. The Immanuel Community Church building, while generally in good physical condition, shows some signs of deferred maintenance such as aging and peeling exterior paint and rust stains. The single family

residence at 304 Obispo Avenue does not exhibit any signs of disrepair or deferred maintenance.

Development of the proposed project would change the visual condition of the site through demolition of the single family residence and replacement of the residence with a surface parking lot, and limited changes to the exterior of the former church building. The project site plan, elevations, and renderings are shown on Figures 2-5 through 2-7 in Section 2.0, *Project Description.*

Both the single family residence and the former church building located on the project site have been identified as contributing properties to the Bluff Heights Historic District and are therefore subject to the City of Long Beach Bluff Heights District Ordinance (Ord. No. C-7937), which identifies general guidelines and standards for any changes to contributing properties within the District (see Section 4.2, *Cultural Resources*, for detailed analysis of the historic significance of these properties). According to Ord. No. C-7937, the Bluff Heights Historic District is designated as a Historic Landmark District for the following reasons:

1. *It possesses a significant character, interest, and value attributable to the development, heritage and cultural characteristics of the City, the Southern California region, or the State of California. The district is a section of the Alamitos Beach Townsite which was originally planned by John W. Bixby in 1886 and annexed to Long Beach in 1905. The character of the district retains the building types that were part of the early history of Long Beach. The land was then subdivided into the Tichenor Tract, Cedar Rapids Tract, Graves Tract, Alamitos Tract, and Ocean Villa Tract. There was a substantial growth of structures in 1914.*
2. *It portrays the environment in an era of history characterized by a distinctive architectural style. The predominant architectural style of homes in this area is the Craftsman Bungalow style. More than 50% of the existing contributing homes today are Craftsman Bungalows. There are also a number of Prairie, Mediterranean and Spanish Revival homes in this district, as well as a few Tudor Revival and Neo-Traditional homes.*
3. *It is part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif. It was a part of the original development that was incorporated into the City of Long Beach in 1905. With a large number of the original homes still intact, it retains the scale, character and streetscape ambiance of an old Long Beach neighborhood.*

The properties located on the project site are within this area known for its architectural significance, and demolition of the single family residence and alteration of the façade of the former church building would affect the aesthetics of the site and its immediate surroundings. As discussed in Section 4.2, *Cultural Resources*, the single family residence located on the project site is not in itself historically significant. As stated in Ord. No. C-7937, over 50% of the existing contributing homes today are of the same architectural style, and several nearby homes in this style exist. The proposed surface parking lot would not be highly visible from surrounding properties, and the proposed project would not introduce any new structures onto the site that would be inconsistent with the visual character of the area. Finally, the residence does not retain all of its original architectural elements, because some elements, such as textured stucco on the porch piers and aluminum and vinyl windows, have been added since its original construction.

For these reasons, demolition of the residence would not substantially damage a scenic resource and would have a less than significant impact on the visual character of the site and its surroundings.

The primary changes proposed under the project for the exterior of the former church building would consist of the following (also shown on Figures 2-6a and 2-6b):

West Elevation

1. New window at area well.
2. New doors to replace the existing entry doors.
3. New window at north tower.
4. Guardrails added at 2nd floor units.
5. Wall and gate added at parking lot.

South Elevation

1. New window at area well.
2. New windows and door at Lobby.
3. New mechanical platform and screen.

North Elevation

1. New doors at lower level units and new windows at area well.
2. New doors to replace existing.
3. Various openings infilled and new lightwell opening added.
4. Removing existing stairs.

East Elevation

1. New area well and opening.
2. Existing door and window openings infilled, add new window.
3. New mechanical platform and screen.

As can be seen by comparing the elevations (Figures 2-6a and 2-6b) and rendering (Figure 2-7) of the proposed project to photos of the former church building as it currently exists (Figure 2-3), the proposed project would not represent a major aesthetic change to the exterior of this building. The scale and architectural style of the building would remain the same. Additionally, the project would improve the aesthetic appearance of the exterior of the building by repairing areas of deferred maintenance such as aging and peeling exterior paint and rust stains. The alterations to this property proposed under the project would therefore incrementally change but not degrade the visual character of the site and its surroundings, and would not substantially damage a scenic resource.

The aesthetic quality of the design and aesthetic implications of the proposed project would be addressed during the project's required Site Plan Review approval process. The aesthetic quality of the design and aesthetic implications of the proposed project would also be addressed through the Certificate of Appropriateness process, which would consider the project's aesthetic impacts as they relate to the requirements of the Bluff Heights Historic District Ordinance (Ord. No. C-7937), listed in Section 4.1.1c, *Regulatory Setting*.

In summary, although the project would alter the visual character of the project site, this change in visual character would not be significantly adverse and the project would not substantially damage a scenic resource.

Mitigation Measures. None required.

Significance After Mitigation. With required approval through the Site Plan Review and Certificate of Appropriateness processes, impacts would be less than significant without mitigation.

Impact AES-2 The proposed changes would not conflict with adopted policies of the City of Long Beach related to aesthetics, and would therefore produce a Class III, *less than significant*, impact.

The various regulations and policies relating to aesthetics that would apply to the proposed project are listed above in Section 4.1.1c, *Regulatory Setting*. These include policies from the Land Use Element and Conservation Element of the City's Beach General Plan. The project's consistency with applicable provisions of the City's Zoning Ordinance was already analyzed in the Initial Study (Appendix A), which found that the project would have a less than significant impact in this regard with approval of the various entitlements requested under the project. The project's consistency with the regulations and policies contained in the Bluff Heights Historic Landmark District Ordinance is discussed in Section 4.2, *Cultural Resources*.

Review of the policies from the Land Use and Conservation Elements reveals that these policies are meant to maintain and strengthen neighborhoods; maintain and enhance the City's public facilities (including public rights-of-way); preserve and promote quality affordable housing; preserve historic neighborhoods; protect areas of high aesthetic value; and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential. The regulations contained in the Bluff Heights Historic Landmark District Ordinance are generally designed to protect the overall aesthetic character of this neighborhood, and promote the preservation and maintenance of historic properties within it. One of the Land Use policies states (in part) that "Continuing the preservation of the California bungalow and other architecturally significant and affordable housing stock through rehabilitation is warranted". While the project would eliminate the existing Craftsman-style single family residence at 304 Obispo Avenue and replace it with a surface parking lot, this action has been found to have a less than significant impact on cultural resources in Section 4.2, *Cultural Resources,* of this EIR. As discussed under Impact AES-1, the elimination of this residence would not have a significant negative impact on the aesthetics of the overall neighborhood. Also, this same land use policy states that "The remainder of the Eastside [outside the Carroll Park neighborhood] should support a mix of primarily low and some moderate density housing." The proposed senior housing project would replace low density housing with moderate density housing, and is therefore consistent with this policy. Additionally, the project would provide affordable housing, which would help achieve the Land Use policy relating to provision of affordable housing. Impact AES-1 found that the project would have a less than significant impact on the visual character of the site and its surroundings, and the project would therefore not conflict with any of the policies relating to visual character and overall aesthetic quality. The project also would not have a negative impact on any City facilities, including public rights-of-way.

In summary, for the reasons discussed above, the changes to the project site and its surroundings that would be produced by the proposed project would not be inconsistent with applicable policies of the City's General Plan relating to aesthetics.

Mitigation Measures. None required.

Significance After Mitigation. Impacts would be less than significant without mitigation.

c. Cumulative Impacts. Future projects in Long Beach will be required to adhere to specific development standards in the City's Zoning Ordinance and General Plan designed to protect and enhance the area's aesthetic and visual resources. As shown in Table 3-1 in Section 3.3, *Cumulative Project Setting,* growth created by the proposed project would constitute a small portion of the growth forecast for the City of Long Beach by the Southern California Association of Governments (SCAG). Additionally, there are no planned or pending projects within any viewshed from which the project site can be seen. Though cumulative development may, over time, alter the visual character of Southeast Long Beach to a somewhat denser urban environment, the project's contribution to the overall visual effect of cumulative development in the area would be less than significant.

4.2 CULTURAL RESOURCES

4.2.1 Setting

a. Historic Resources Surveys. San Buenaventura Research Associates prepared an historical resources survey and report for the project (Historic Resources Report 304 Obispo Avenue and 3215 E. 3rd Street Long Beach, CA) in October 2012. The purpose of this technical report was to identify and evaluate any historic resources that may be affected by implementation of the proposed Safran Senior Housing Project, to assess any potential impacts of the project on historic resources, and to recommend mitigation measures where appropriate. The report included record searches for previously identified historic resources, including listings in the National Register of Historic Places (NRHP) and determinations of eligibility for the NRHP and local landmark listings. A site inspection was made to document and photograph existing conditions, and to define the historic resources study area. Neighborhood and site-specific research was conducted in order to evaluate the properties within their historic context. NRHP and California Register of Historical Resources (CRHR) and City of Long Beach Landmark criteria were employed to assess the significance and eligibility of potentially impacted properties. Project impacts on historic resources were evaluated, and mitigation measures recommended. The 2012 San Buenaventura Research Associates report is included in its entirety in Appendix B.

b. Overview of Historical Context of the Safran Senior Housing Project Site. A summary of the history of the area and the project site is provided below. The San Buenaventura Research Associates report in Appendix B provides a more detailed overview of the historical context of the buildings located on the project site, at 3215 E. 3rd Street and 304 Obispo Avenue.

General Historical Context. The study area is within the ethnographically recorded territory of the Gabrielino, a Shoshonean speaking group of American Indians who inhabited the area beginning approximately 500 BC and who were present in 1769 when the first Spanish land expedition passed through the area. The historic period begins in 1769, when the first Spanish land expedition, led by Gaspar de Portolá, left San Diego in an attempt to establish a trail to the Port of Monterey. Portolá's party entered present day Los Angeles County on July 30, 1769.

The Spanish Mission Period began with the first Spanish presence in the area (1769) until 1821, when Mexico gained independence from Spain. In California, only about 25 Spanish Mission Period land grants were made, and the project area is located within the *Rancho los Nietos* grant, one of the few grants made during this period. The *Rancho los Nietos* grant, the single largest Spanish or Mexican Period grant, was made in November 1784 by Governor Pedro Fages to Manuel Nieto for 68 square leagues, or over 300,000 square acres.

The period from 1821–1848 is known as the Mexican Rancho Period. During the Mexican Rancho Period, the original Spanish Mission Period *Rancho los Nietos* grant was divided among Nieto's five heirs by Governor Figueroa in May 1834 to become five separate ranchos including *Rancho Los Alamitos* and *Rancho Cerritos* on which Long Beach would later be established.

Rancho Cerritos was purchased in 1840 by real estate speculator and cattleman Abel Stearns, who was in the process of amassing one of the largest land-holdings in Southern California, known collectively as Stearn's Ranchos. Rancho Los Alamitos was purchased in 1843 by Los Angeles merchant John Temple. Both Stearns and Temple became victims of the prolonged droughts of the early 1860s, eventually selling the two ranchos to Jotham Bixby.

The first effort to develop the ranchos was attempted by William E. Wilmor, in 1880, on a portion of the Bixby landholdings. He called his townsite the "American Colony" or "Willmore City." Willmore was a few years too early to benefit from the enormous railroad-inspired Southern California land boom of the late 1880s, and was undercapitalized. His efforts failed, but Willmore's 1882 subdivision formed the precursor to modern Long Beach. The townsite was purchased in 1884 by the Long Beach Land and Water Company, which began making significant improvements, including the construction of a wharf and hotel, and connecting the town to the Southern Pacific Railroad's Wilmington branch. The elements for growth now in place, the expansion was explosive, especially after the opening of a Pacific Electric line to the city in 1902. Long Beach, which had become one of the region's premier seaside resorts, was incorporated as a city in 1908.

The city began to take on a more commercial and industrial character with the construction of harbor facilities, beginning with the relocation of the Craig Shipbuilding Company to Long Beach in 1907. The Port of Long Beach continued to expand as oceanfront lands were reclaimed, particularly after the discovery of major oil fields at nearby Signal Hill in 1921. The 1920s would be a defining decade for Long Beach, as it expanded rapidly on the twin pillars of tourism and commerce, emerging as a city rivaling Los Angeles for regional stature and importance.

The devastating 1933 Long Beach earthquake was a major setback for Long Beach, particularly coming as it did at the nadir of the Great Depression. The city's fortunes would return fairly quickly, however, with the continued development of local oil resources during the 1930s, and the establishment of the Long Beach Navy Base and Shipyard in 1940. Growth continued to be driven in the postwar period by the waterfront and Cold War defense industries.

Site Specific Context. The present Bluff Heights neighborhood was originally developed in 1886 by John W. Bixby as the community of Alamitos Beach. Located approximately two miles east of Long Beach, it was only sparsely developed by the turn of the century. The area grew rapidly with a series of re-subdivisions after 1902, the year when interurban streetcar service was extended to Long Beach. The Bluff Heights area was absorbed by the city in 1905 and participated fully in the vast building boom that ensued, particularly after 1910. The rapid growth of the area is reflected by the construction of Horace Mann Elementary School in 1914.

The project site is located in a portion of the neighborhood subdivided in 1904 as the Densmore Tract, covering the blocks bounded by Obispo Avenue on the west, Loma Avenue on the east, Fourth Street on the north, and Eliot Street (now, E. 3rd Street) on the south. Roughly the western half of this tract, including the project site, is located within the Bluff Heights Historic District. Although predominantly developed before 1920, the neighborhood continued to fill in during the 1920s and afterwards. Consequently, a wide variety of domestic and institutional architectural styles are represented.

The single family character of the neighborhood began to change in the postwar period, as the demand for housing led to the construction of apartment buildings, often replacing single family homes. An effort to preserve the historic character of the neighborhood was advanced first by downzoning, and then in 2004, with the establishment of the Bluff Heights Historic District. The District is comprised of over 600 contributing properties, mainly single family residences constructed between 1910 and 1920.

c. Criteria for Evaluation of Historic Resources. CEQA requires evaluation of project impacts on historic resources, including properties "listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources or identified as significant in an historical resource survey." In analyzing the historic significance of properties located within the project site, various criteria for designation under federal, state, and local landmark programs were considered and applied, as described below. It should be noted, however, that pursuant to CEQA Section 15064.5(a)(4), "[t]he fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources…or identified in an historical resources survey…does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1."

Federal Regulatory Setting. The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

a. *Are associated with events that have made a significant contribution to the broad patterns of our history; or*
b. *Are associated with the lives of persons significant in our past; or*
c. *Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
d. *Have yielded, or may be likely to yield, information important in prehistory or history.*

According to the NRHP guidelines, the "essential physical features" of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or "the ability of a property to convey its significance." The seven aspects of integrity are:

1. *Location (the place where the historic property was constructed or the place where the historic event occurred)*
2. *Design (the combination of elements that create the form, plan, space, structure, and style of a property)*
3. *Setting (the physical environment of a historic property)*

4. *Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property)*
5. *Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory)*
6. *Feeling (a property's expression of the aesthetic or historic sense of a particular period of time)*
7. *Association (the direct link between an important historic event or person and a historic property).*

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship.

The minimum age criterion for the NRHP is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional," as defined by the NRHP procedures.

State of California Regulatory Setting. A resource is eligible for listing on the California Register of Historical Resources (CRHR) if it:

1. *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
2. *Is associated with the lives of persons important in our past;*
3. *Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or*
4. *Has yielded, or may be likely to yield, information important in prehistory or history.*

The California Register procedures include similar language to the NRHP with regard to integrity. The minimum age criterion for the CRHR is 50 years. A property less than 50 years old may be eligible for listing on the CRHR "if it can be demonstrated that sufficient time has passed to understand its historical importance" (Chapter 11, Title 14, §4842(d)(2)).

By definition, the CRHR also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks. The majority of "formal determinations" of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to a lack of owner consent.

Historic resources as defined by CEQA also include properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in §5020.1 (k) of

the Public Resources Code, as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are "presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant." (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

Local Regulatory Setting. The City of Long Beach has a historic preservation ordinance that defines landmark criteria and a designation process for historically significant properties in the community. According to the Long Beach Municipal Code (Chapter 2.63, Cultural Heritage Commission), landmark properties may be any site or improvement, manmade or natural, which has special character or special historical, cultural, architectural, community or aesthetic value as part of the heritage of the City, State, or the United States. The City's criteria for the identification or designation of landmarks, including landmark historic districts are as follows. A cultural resource may be recommended for designation if it manifests one or more of the following criteria:

a. *It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state or the nation; or*

b. *It is the site of a historic event with a significant place in history; or*

c. *It is associated with the life of a person or persons significant to the community, city, region or nation; or*

d. *It portrays the environment in an era of history characterized by a distinctive architectural style; or*

e. *It embodies those distinguishing characteristics of an architectural type or engineering specimen; or*

f. *It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region; or*

g. *It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation or*

h. *It is a part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif; or*

i. *It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic; or*

j. *It is, or has been, a valuable information source important to the prehistory or history of the city, the southern California region or the state; or*

k. *It is one of the few remaining examples in the city, region, state or nation possessing distinguishing characteristics of an architectural or historical type; or*

l. In the case of the designation of a tree(s) based on historic significance, that the tree(s) is (are) associated with individuals, places and/or events that are deemed significant based on their importance to national, state and community history; or

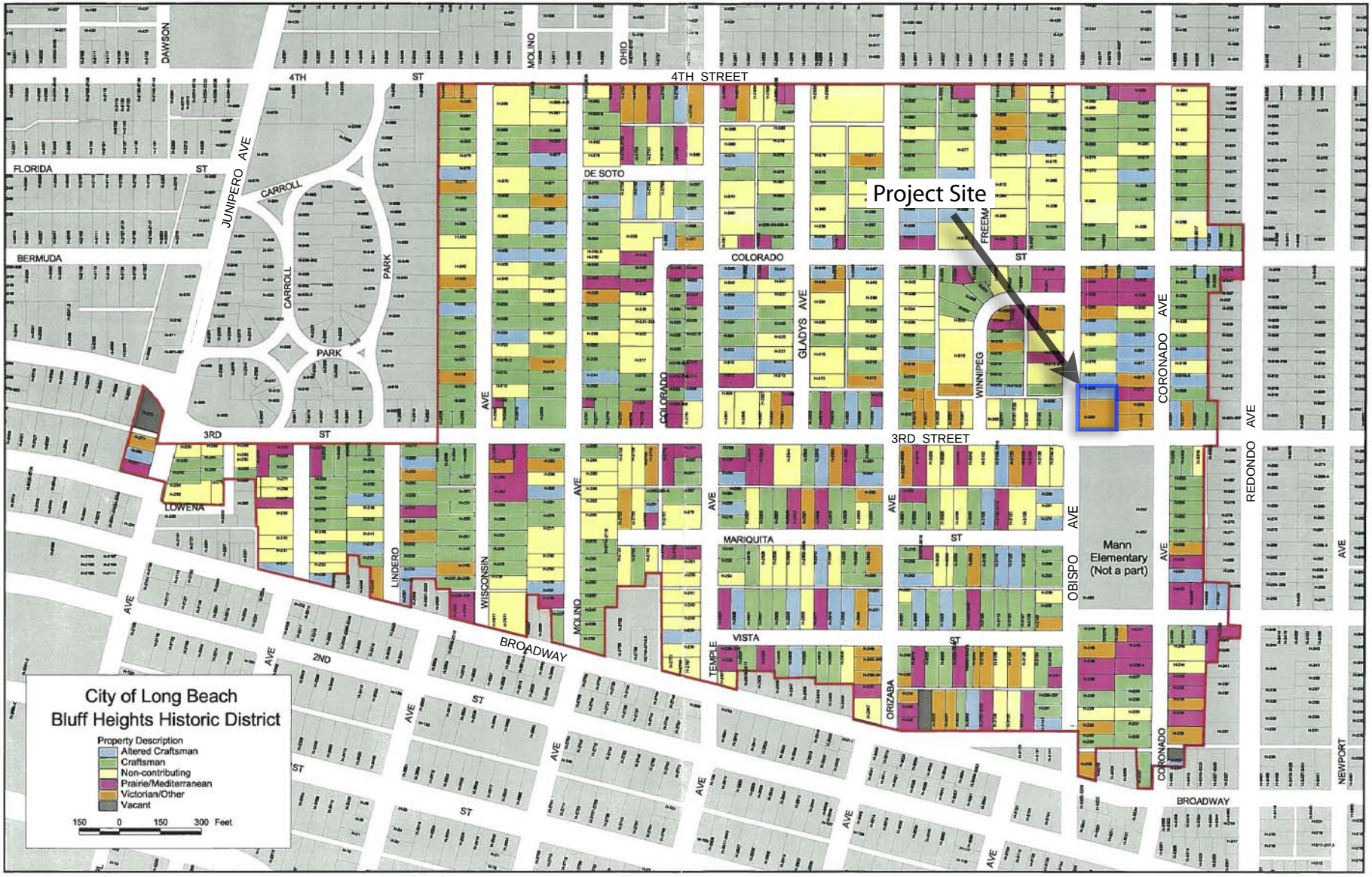
m. In the case of the designation of a tree(s) based on cultural contribution, that the tree(s) is (are) associated with a particular event or adds (add) significant aesthetic or cultural contribution to the community. (Ord. ORD-09-0003, Sec. 1, 2009; ORD-05-0026 § 1, 2005; Ord. C-6961 § 1 (part), 1992).

d. Specific History of the Surveyed Project Area Properties. Below is a discussion of properties surveyed within the project site. Figure 4.2-1 shows the location of these properties within the Bluff Heights Historic District. Photographs of these properties are shown in Section 2.0, *Project Description*.

3215 E. 3rd Street. The Immanuel Baptist Church (later renamed the Immanuel Community Church) building is two stories in height, not including the partially above-ground basement, and occupies four parcels at the northeastern corner of 3rd Street and Obispo Avenue. The western Obispo Avenue elevation features the main entry, located off the corner and organized in three arched bays flanked by square towers. The bays are two stories in height and defined by large engaged Corinthian columns. Three pairs of double entry doors with transoms above are set within the bays above a platform stepped back from the sidewalk. Arched multi-paned windows are located above the doors and within the bays. A rosette vent is centered on the gable end above. The gabled roof is medium-pitched with shallow, coved eaves. The towers are characterized by tall, inset, arched niches and a tripartite blind arcade above, defined by small Corinthian columns. The tower roofs feature bracketing under the shallow eaves.

The building's nearly symmetrical southern elevation is organized as a central mass covered by a shed roof, flanked by two slightly projecting gable-roofed wings. The wings feature four two-story inset, arched bays separated by engaged Corinthian columns. The bays feature pairs of multi-paned wood casement windows at the ground and second-story levels, with multi-paned transoms above the windows on the ground floor. Abstract relief panels are located in the bays between the windows. The parapeted gable ends feature arched relief under the very shallow cornice line. Rosette vents are centered within the gable ends. The central mass features bands of windows matching the treatment within the flanking bays. Centered on this elevation is a second-story projecting bay with a gable roof and three deeply inset arched windows. A minor entry door is located off-center to the east.

Windows on the western and southern elevations are mainly multi-pane wood frame fixed or casements with white and orange slag glass lights. Stained glass windows face non-street elevations. The roof covering is Spanish tile. The building's cornerstone appears to have been covered or removed.



Bluff Heights Historic District with Project Location Indicated

Source: San Buenaventura Research Associates, Historic Resources Report, October, 2012

Figure 4.2-1

The organization of the Immanuel Baptist Church congregation began with the meeting of a prayer group in an East Long Beach home in 1912, leading to the chartering of the church the following year with 64 members. It became the second Baptist congregation in Long Beach, following the First Baptist Church, which was organized in 1893. Construction of a church for the congregation started later that year with the assistance of the First Baptist Church, and was completed in 1913. This one-story building occupied the northern half of the site covered by the church building as it exists today. This building was either replaced or fully incorporated into a larger church, with sanctuary seating for 1,000 congregants. Completed in 1923, the new church was designed by Long Beach architect W. Horace Austin.

As constructed, the two-story church featured a decorative brick and marble-clad exterior. The building was damaged in the 1933 Long Beach Earthquake, and repaired. Little is currently known about the extent of the damage other than it required the congregation to find temporary quarters during the repairs for perhaps a year or more. The specific alterations to the building that may have occurred with these repairs, if any, are unknown. A substantial interior alteration occurred in 1953, with the installation of a massive, ten-ton Aoelian-Skinner pipe organ in the sanctuary. The current exterior stucco coating appears to have been applied during a major building renovation in 1969. A building permit issued in that year refers to sandblasting and stucco, and the replacement of windows. The aluminum frame windows seen on a portion of the southern elevation may have replaced wood casement windows at this time. The main entry doors on the western elevation are also non-original.

In term of architectural style, this building's original brick and marble-clad exterior probably suggested the Italian Renaissance Revival style, as characterized by the repeated motif of deeply-set window bays defined by engaged classical columns and the use of Romanesque arches. References to the Mission Revival style can be seen in the towers flanking the main entry, although it reads more definitely of this style now than it likely did before 1969, the year when the building was apparently clad in stucco. Today this building appears more nearly Spanish Revival or Mission Revival in style than when it was constructed. This property is assigned to the "Victorian/Other" classification on the Bluff Heights Historic District map.

<u>304 Obispo Avenue</u>. This single family residence is one story in height and roughly rectangular in plan. It features a front-facing gable roof with exposed rafter tails projecting from under moderately deep eaves. A full-front raised porch is located under an inset gable roof supported by truncated columns set atop square piers. The essentially symmetrical western street elevation consists of a centered entry door flanked by wide windows. Both are surrounded by wide, wood casings featuring angled, exposed lintels. The paneled entry door is contemporary and the windows on this elevation are aluminum frame, apparently within original window openings. The street elevation is clad with medium-width lap siding. All of the secondary elevations appear to be clad in stucco and windows on these elevations are mainly aluminum frame. The columns and piers are also stucco-clad.

This residence was constructed circa 1920 as a parsonage for the adjacent Immanuel Baptist Church, and was used for this purpose into the mid-1920s. The first known resident was Rev. William H. Galbraith, the first pastor of the Immanuel Baptist Church, and his wife Christina. By the mid-1920s it was occupied by the church caretaker but by the late 1920s was rented. The property was then occupied by a series of renters through the 1950s. More details on some of

these individuals are available in the Historic Resources Report (Appendix B, see page 4.2-1). The home had been sold by the church by 1935.

The architectural style of this residence is California Bungalow as it was commonly constructed in its later stages after World War I, when the style became abstracted and reduced to gable roof forms with open eaves and full-front porches, but had otherwise been stripped of much of the deliberately expressed structural detailing that had characterized the earlier phases of the style. This property is assigned to the "Altered Craftsman" category on the Bluff Heights Historic District map.

e. Eligibility of Project Site Properties. Below is a discussion of the eligibility of properties located on the project site for the local, California, and National Registers.

3215 E. 3rd Street. This property does not appear to be eligible for listing under NRHP Criterion A or CRHR Criterion 1 (associations with historic events). While it is associated with the historical theme of the development of the Bluff Heights district of Long Beach, it appears to be only generally associated with this theme, and represents no known, notable role in this theme. The property does not appear to be eligible for listing under NRHP Criterion B or CRHR Criterion 2 (associations with historically significant individuals). This property does not appear to be eligible for listing under NRHP Criterion C or CRHR Criterion 3 (an example of a type, period, or method of construction or association with a master designer). Although it was designed by W. Horace Austin, one of the more important architects in Long Beach during this time period, the building's architectural style and appearance have been altered substantially, to the extent that it is no longer representative of his work.

304 Obispo Avenue. This property does not appear to be eligible for listing under NRHP Criterion A or CRHR Criterion 1 (associations with historic events). While it is associated with the historical theme of the development of the Bluff Heights district of Long Beach, it appears to be only generally associated with this theme, and represents no known, notable role in this theme. The property does not appear to be eligible for listing under NRHP Criterion B or CRHR Criterion 2 (associations with historically significant individuals). Of the known owners or occupants of the property for whom any substantive biographical information was found, none appear to have made a significant contribution towards the historical development of the state, nation or community. This property does not appear to be eligible for listing under NRHP Criterion C or CRHR Criterion 3 (an example of a type, period, or method of construction or association with a master designer). It is a typical example of a common architectural style, of which numerous and more fully-realized and more intact examples can be found in Long Beach.

Local Significance and Eligibility. The implication of the available data from the Bluff Heights Historic District listing is that both properties should be regarded as contributors to the district. In terms of individual eligibility for City Landmark designation, the criteria for designation in general are functionally similar to the NRHP and CRHR criteria, with some notable exceptions. In particular, Criterion I permits the designation of a property that "represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic." The City Landmark ordinance does not contain explicit integrity criteria. It appears that 3215 E. 3rd Street, due to its mass and

substantial presence in the neighborhood, may qualify for individual listing under this criterion. The property at 304 Obispo Avenue does not appear to be eligible for designation under any City of Long Beach criteria.

Conclusions. The property at 3215 E. 3rd Street is a contributor to a designated historic district and may be individually eligible for City Landmark designation. Therefore, it should be regarded as a historic resource for purposes of CEQA. The property at 304 Obispo Avenue is a contributor to a designated historic district. Therefore, it should also be regarded as a historic resource for purposes of CEQA.

4.2.2 Impact Analysis

a. Methodology and Significance Thresholds. In support of the EIR, San Buenaventura Research Associates prepared an historic resources technical report for the proposed project in October 2012. The conclusions as to the significance of the effects of the proposed project on historic resources are based on the findings of this Historic Resources Report, which is included in Appendix B.

Per the CEQA Guidelines, impacts created by the project would be significant if project implementation would:

- *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5;*
- *Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5;*
- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or,*
- *Disturb any human remains, including those interred outside of formal cemeteries.*

The Initial Study for the proposed project (Appendix A) found that impacts to archaeological resources, paleontological resources, or human remains would be less than significant. Therefore these potential impacts are not discussed in this EIR.

According to PRC §21084.1, "a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." This section broadly defines a threshold for determining if the impacts of a project on an historic property would be significant and adverse. By definition, a substantial adverse change means, "demolition, destruction, relocation, or alterations," such that the significance of an historical resource would be impaired (PRC §5020.1(6)). For purposes of NRHP eligibility, reductions in a resource's integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

Furthermore, according to the CEQA Guidelines Section 15064.5(b)(2), "an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to

section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant."

The lead agency is responsible for the identification of "potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource." The specified methodology for determining if impacts are mitigated to less than significant levels are the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), publications of the National Park Service (CEQA Guidelines §15064.5(b)(3-4)).

b. Project Impacts and Mitigation Measures.

Impact CR-1 The proposed Safran Senior Housing Project would involve demolition of the single family residence at 304 Obispo Avenue and construction of a surface parking lot on the property, as well as changes to the exterior of the former Immanuel Community Church building at 3215 E. 3rd Street. These properties are contributors to a designated historic district, and the project would result in a reduction to the design integrity of the historic district. While impacts to the former church building could be mitigated to a less than significant level, demolition of the residence would lead to the complete loss of a contributor to a historic district, and this impact would be Class I, *significant and unavoidable.*

The project would involve the demolition of the single family residence located at 304 Obispo Avenue and the construction of a surface parking lot on the property. This property is located within a designated historic district, and is a contributor to the district. Due to the size of the district, the loss of one contributing property would not result in the district becoming ineligible. However, the loss of this property as a contributor would constitute a slight reduction to the design integrity of the district. This impact is therefore significant and adverse.

The project would result in alterations to the property at 3215 E. 3rd Street to accommodate its adaptive reuse as senior housing. The project plans include infilling of some window and door openings, creation of new door and window openings, replacement of doors in existing openings, replacement of stained glass and slag glass windows with new windows units with clear glazing, and installation of rooftop heating and ventilating equipment. Because some of these features, such as the stained glass and slag windows, are character-defining features of the former church building, the result of these actions could be a loss of design integrity sufficient to cause the property to become a non-contributor to the historic district or ineligible for individual landmark designation. This impact is therefore significant and adverse.

Mitigation Measures. The following mitigation measures would reduce project impacts on historic resources.

CR-1(a) **304 Obispo Avenue Documentation Report.** In consultation with the Planning Bureau of the Long Beach Development Services Department, a historic preservation professional qualified in accordance with the Secretary of the Interior's Standards shall be selected to complete a Documentation Report on the property at 304 Obispo Avenue. The property shall be documented with archival quality photographs of a type and format approved by the City of Long Beach. This documentation, along with historical background for this property, shall be submitted to an appropriate repository approved by the City of Long Beach. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.

CR-1(b) **Immanuel Community Church Certificate of Appropriateness.** The proposed alterations to the former Immanuel Community Church building at 3215 E. 3rd Street shall be subject to the issuance of a Certificate of Appropriateness by the City of Long Beach Cultural Heritage Commission, which shall find that the proposed alterations conform to the *Secretary of the Interior's Standards* prior to the issuance of the Certificate of Appropriateness. All provisions of Ordinance C-7937, "An Ordinance of the City Council of the City of Long Beach Designating the Bluff Heights Historic Landmark District," particularly with respect to retaining and preserving all original architectural materials and design features, shall apply to this review.

Significance after Mitigation. Implementation of Mitigation Measure CR-1(b) would reduce historic resources impacts of the project on the former Immanuel Community Church building to a less than significant level. However, while Mitigation Measure CR-1(a) would reduce historic resources impacts of the project related to the demolition of the residence at 304 Obispo Avenue, and the Historic Resources Report (Appendix B) found that this mitigation measure would mitigate this impact to a less than significant level, the City of Long Beach has determined that the loss of a contributor to a historic district cannot be mitigated to a less than significant level by this mitigation, and this impact remains significant and unavoidable. Section 6.0, *Alternatives*, considers alternatives that would preserve the structure at 304 Obispo Avenue and minimize exterior alterations to the former Immanuel Community Church building.

c. Cumulative Impacts. Implementation of the proposed project, in combination with past, present, and potential future cumulative development in the area, could continue to alter the historic character of the City and the Bluff Heights Historic District and result in substantial loss of extant historic resources. Specifically, cumulative impacts could involve projects affecting local resources with a similar level or type of evaluation or designation; projects affecting other properties located within similar federal, state, or locally evaluated or designated groupings or historic districts; or projects that involve resources that are significant within the same historic context as the resources associated with the project. Where historic properties have been demolished or degraded, mitigation measures such as those proposed in this EIR are not always sufficient to reduce project-specific impacts to less than significant levels. It has been determined in this EIR that the impacts of the project on historic resources cannot be mitigated to a less than significant level, and are therefore significant and unavoidable. While there may

be development within the Bluff Heights Historic District in the future that would, in combination with the project, cumulatively impact historic resources, no such proposals are currently before the City. The policies and regulations mentioned in this section of the EIR protecting historic resources in this area would apply to future development. Because the project itself has a significant, unavoidable impact on historic resources, cumulative impacts to historic resources would also be significant and unavoidable.

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5.0 OTHER CEQA-REQUIRED DISCUSSIONS

5.1 GROWTH INDUCEMENT

Section 15126(d) of the *CEQA Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if it could result in significant physical effects in one or more environmental issue areas. The most commonly cited example of how an economic effect might create a physical change is where economic growth in one area could create blight conditions elsewhere by causing existing competitors to go out of business and buildings to be left vacant for extended periods.

5.1.1 Safran Senior Housing Project Site

The proposed project involves conversion of an existing 31,006 square foot church building into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit, and associated amenities/common areas. The project also includes demolition of an existing single family residence and construction of a 12-space parking lot serving the senior housing project on an adjacent parcel. The project would generate temporary employment opportunities during construction, which would be expected to draw workers from the existing regional work force. Therefore, construction of the project would not be considered growth inducing from a temporary employment standpoint.

Any increase in permanent jobs in the City associated with the project would result from jobs associated with this residential use. The project has no commercial or industrial component, and would create one full-time, permanent job for a property manager. In 2008 the City of Long Beach had 168,100 jobs, and by 2035 it is projected to have 184,800 jobs, for an increase of 16,700 jobs (SCAG, October 2012). The one job generated by the project would represent approximately 0.06% of this increase. Therefore, project-generated employment growth would be well within projected employment growth for the City of Long Beach.

As shown in Table 3-1 of Section 3.3, *Cumulative Projects Setting,* the potential population increase generated by the project, which is estimated at a maximum of two persons for each of the 25 new units proposed under the project , minus 3 persons for the one residence to be demolished at 304 Obispo Avenue, would be approximately 47 persons. Based on Long Beach's estimated 2012 population of 464,662 residents, an increase of 47 residents would increase the City's population by about 0.01%, and this increase would make up about 0.1% of the projected population growth for the City of 26,338 residents by 2020. An increase of 24 housing units would represent an increase of about 0.02% over the 163,623 existing units within the City, and would make up about 0.2% of the projected increase of 11,977 housing units expected by 2020. Although this is an increase in population and housing within the city, the increase is well within projected growth.

According to SCAG data, in 2008 (the most recent year for which SCAG data is available) Long Beach had a jobs-housing ratio of 1.03:1 (SCAG, October 2012). This indicates that there are 1.03

jobs for every housing unit. A jobs-housing ratio over 1.5:1 is considered high and may indicate an increasing imbalance between jobs and housing (i.e., new residential construction has not kept up with job creation), while a ratio below 1:1 is considered low. The new housing units, population growth and employment opportunities that would be added by the project are well within SCAG's projections for the City. The project-related increase of 24 housing units and one job would only incrementally alter the existing job-housing ratio in the City of Long Beach from 1.0281:1 to 1.0280:1. Impacts related to the jobs-housing ratio would not be signifcant.

5.1.2 Removal of Obstacles to Growth

The proposed project would be located in a fully urbanized area, generally served by existing infrastructure. The Initial Study (Appendix A) found that the project would not create the need for any upgrades of, or new connections to, the area's existing water, sewer, circulation and drainage connection infrastructure. However, if any such improvements were necessary, they would be sized to accommodate the project's contribution to existing service needs.

The proposed project does not provide for any substantially capacity-increasing transportation and circulation improvements. No new roadways or bike/pedestrian pathways are proposed. The project constitutes infill development within an urbanized area and does not require the extension of new infrastructure through undeveloped areas.

5.2 IRREVERSIBLE ENVIRONMENTAL EFFECTS

The *CEQA Guidelines* require that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decisionmakers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

Conversion of the project site from a former church building and single family residence to a senior housing development housed in the former church building and an associated surface parking lot would likely result in a long-term commitment of the site to such uses. Development of the project would result in the loss of the single family residence and alteration of the former church building, both of which are contributors to the Bluff Heights Historic District. These actions would alter the urban built environment in ways that have been found in this EIR to be significant and unavoidable, less than significant, or less than significant with mitigation incorporated, and which would would most likely be irreversible. The project would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the project. The increased intensity of residential development would also irreversibly increase local demand for non-renewable energy resources such as petroleum products and natural gas. However, increasingly efficient building fixtures and automobile engines are expected to offset this demand to some degree.

The project would require a commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in the Initial Study (Appendix A), impacts to these service systems would be less than significant. The

additional vehicle trips associated with buildout of the project site would increase traffic in the vicinity of the project site. As discussed in the Initial Study, air pollutant emissions associated with construction would be less than significant. Although impacts would be less than significant, air pollutants emissions associated with construction and operation of the project would contribute to the degradation of air quality associated with this and all other cumulative development. The project would also create greenhouse gas emissions incrementally contributing to global climate change. This impact was found to be less than significant in Section VII, *Greenhouse Gas Emissions* of the Initial Study (Appendix A), which includes an analysis of the cumulative nature of this impact. Finally, the project would result in the irreversible removal and alteration of structures contributing to a historic district. This impact is discussed in Section 4.2, *Cultural Resources,* and has been found to be significant and unavoidable.

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6.0 ALTERNATIVES

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic objectives of the project but would avoid or substantially lessen any of its significant effects. Included in this analysis are three alternatives, including the CEQA-required "no project" alternative, that involve changes to the project to help reduce its environmental impacts as identified in this EIR. This section also identifies the Environmentally Superior Alternative.

The following alternatives are evaluated in this EIR:

- *Alternative 1: No Project (no senior housing project and associated surface parking lot)*
- *Alternative 2: Relocate 304 Obispo Avenue Residence*
- *Alternative 3: Minimize Exterior Changes to Former Church Building*

The potential environmental impacts of each alternative are analyzed in Sections 6.1 through 6.4. Because the alternatives analysis is intended to focus on alternatives that would substantially lessen any of the significant effects of the project, and because this EIR focuses only on impact areas with the potential for such effects, the potential impacts of each alternative are analyzed in the areas of Aesthetics, Cultural Resources, and Noise, which are the only areas identified in the Initial Study (Appendix A) and EIR as having potentially significant effects. Section X, *Land Use and Planning*, of the Initial Study also identified policy consistency with the Bluff Heights Historic District Ordinance as a potentially significant impact, but this issue is covered under the Cultural Resources section of this analysis.

Table 6-1 provides a summary comparison of the development characteristics of the proposed project and the alternatives. A more detailed description of the alternatives is included in the impact analysis for each alternative.

Table 6-1
Comparison of Project Alternatives Buildout Characteristics

Characteristic	Alternatives			
	Proposed Project	No Project Alternative	Relocate 304 Obispo Avenue Residence Alternative	Minimize Exterior Changes to Former Church Building Alternative
304 Obispo Ave.				
Residential Unit	0 units	1 unit	1 unit	0 units
Historic Structure	Demolition	No change	Relocation	Demolition
3215 E. Third Street				
Residential Units	25 units	Vacant	25 units	25 units
Historic Structure	Adaptive Reuse	No change	Adaptive Reuse	Adaptive Reuse

6.1 NO PROJECT

This alternative assumes that the proposed improvements are not implemented and that the site remains in its present condition, occupied by one single family residence and a vacant former church building. This alternative would not meet the objectives of the proposed project because it would not provide new opportunities for low- or very low- income senior housing in Long Beach that would help the City achieve its affordable housing objectives, and it would not provide for the adaptive reuse of the former Immanuel Community Church building while retaining the historic integrity of the Bluff Heights Historic District. Implementation of the No Project alternative would not preclude future development on the site and/or renovations or expansions of existing structures or uses. However, in Long Beach, any exterior alterations to a building within a designated historic district require a Certificate of Appropriateness, which is a form of discretionary review.

6.1.1 Aesthetics

The No Project Alternative would not change the aesthetics of the project site or area, and would thus avoid the project's less than significant impacts on aesthetics. One of the policies from the City's General Plan Land Use Element states (in part) that "Continuing the preservation of the California bungalow and other architecturally significant and affordable housing stock through rehabilitation is warranted". This alternative would avoid demolition of the Craftsman-style residence at 304 Obispo Avenue, as well as any exterior alterations to the former Immanuel Community Church building and would therefore avoid the project's less than significant impacts associated with consistency with City policies related to aesthetics. Overall, this alternative would have less impact than the proposed project with respect to aesthetics.

6.1.2 Cultural Resources

This alternative would avoid demolition of the Craftsman-style residence at 304 Obispo Avenue, as well as any exterior alterations to the former Immanuel Community Church building, both of which have been determined in this EIR to be contributors to the Bluff Heights Historic District. This alternative would therefore have no impact on cultural resources, and would avoid the project's significant, unavoidable impact on cultural resources related to the demolition of the residence at 304 Obispo Avenue. Therefore, this alternative's cultural resource impacts would be less than those of the proposed project and the mitigation measures recommended for the project would not apply.

6.1.3 Noise

The Initial Study (Appendix A) identified construction noise and vibration impacts to sensitive receptors as potentially significant but mitigable. This impact was due to the potential for trucks used during construction at the site to pass near classroom buildings at Horace Mann Elementary School. This alternative would not involve any construction on the project site or any construction traffic on surrounding streets. It would therefore avoid the project's significant but mitigable impacts related to construction noise and vibration. Overall, this alternative would have less construction noise impact than the proposed project and the mitigation measures recommended for the project would not apply.

6.2 RELOCATE 304 OBISPO AVENUE RESIDENCE ALTERNATIVE

This alternative involves relocating rather than demolishing the existing single family residence at 304 Obispo Avenue. The intent of this alternative is to avoid the project's significant, unavoidable impacts associated with the loss of this structure, which is a contributor to the Bluff Heights Historic District. This alternative would meet the objectives of the proposed project, but would require identification of a suitable and available site for the purpose of relocation of the residence. In order to fully avoid the impact to historic resources through this alternative, it would be necessary to relocate the residence within the Bluff Heights Historic District, which is the area to which this property is a contributor and which provides the residence with the context that gives it significance. This alternative would achieve the project objectives to a slightly greater degree than the project because it would retain one more housing unit than the project (see "Affordable Housing" policy listed below in Section 6.2.1), while still achieving the objective of providing for the adaptive reuse of the former Immanuel Community Church building and retaining the historic integrity of the Bluff Heights Historic District.

6.2.1 Aesthetics

Under this alternative, the project site's appearance after its development would be the same as under the project. All aesthetic impacts of the project would therefore be the same at this location. Relocation of the residence at 304 Obispo Avenue to another location would change the aesthetic character of that location, and could create impacts at that location related to visual character and quality or scenic views. However, it is anticipated that the residence would be relocated to a site in which it would be visually compatible with surrounding development. Relocation of this residence could also incrementally increase light and glare at the relocation site and in its vicinity, but this impact would be expected to be less than significant because of the fully built-out nature of the City of Long Beach, which would mean that any feasible relocation site would already be a well-lit location that would not be substantially altered by the addition of a single residence.

Consistency of this alternative with adopted policies of the City of Long Beach related to aesthetics would be the same at the project site as under the project. Policy consistency at the relocation site would depend in part on its location, but preservation of this residence would comply more fully with the following policy of the City's Land Use Element:

- *Affordable Housing: Long Beach views its existing housing stock as its greatest resource of affordable housing, and will stimulate and support continued maintenance and reinvestment in that housing stock. It will take advantage of every State and Federal program to make its housing affordable to its population, but it will not sacrifice long-term quality for short-term affordability in new or rehabilitated housing (p. 18).*

Overall, this alternative's impacts related to aesthetics would be slightly reduced compared to the project because of its greater compliance with the affordable housing policy listed above.

6.2.2 Cultural Resources

This alternative would avoid demolition of the existing residence at 304 Obispo Avenue, and would therefore avoid the project's significant, unavoidable impact on this cultural resource. Therefore, cultural resources impacts to this property under this alternative would be reduced in comparison with the project. If the residence could be relocated within the Bluff Heights Historic District, impacts to the integrity of the District would also be reduced. All changes to the former church building proposed under the project would remain the same under this alternative. However, all mitigation measures recommended for the former church building under the proposed project would apply to this alternative and would reduce impacts on this cultural resource to a less than significant level, as with the proposed project. Overall, this alternative would have less impact on cultural resources than the project.

6.2.3 Noise

The Initial Study (Appendix A) identified construction noise and vibration impacts to sensitive receptors as potentially significant but mitigable due to the potential for trucks used during construction at the site to pass near classroom buildings at Horace Mann Elementary School. Under this alternative, the residence at 304 Obispo Avenue would not be demolished, but it would be relocated, and the site of the proposed parking lot would still need to be cleared and graded. All other construction activities proposed under the project would remain the same. Construction trucks would still need to use local streets, and this alternative would not significantly reduce this impact. However, Mitigation Measure N-1 from the Initial Study, which prohibits heavy trucks from driving on either Obispo Avenue or Coronado Avenue south of East 3rd Street would still apply and would reduce the impact to a less than significant level, as with the proposed project. Overall, this alternative's impacts related to construction noise would be roughly equal to those of the project.

6.3 MINIMIZE EXTERIOR CHANGES TO FORMER CHURCH BUILDING ALTERNATIVE

This alternative involves minimizing exterior changes to the former Immanuel Community Church building in order to reduce project impacts associated with alterations to character-defining features of the building. Section 4.2, *Cultural Resources,* identifies character-defining features of the building to include such features as the stained glass and slag glass windows, although other features to be changed under the project, such as doorways, may also be character-defining. The primary changes to the exterior of the building would consist of the following (also shown on Figures 2-6a and 2-6b):

<u>West Elevation</u>

1. New window at area well
2. New doors to replace the existing entry doors
3. New window at north tower
4. Guardrails added at 2nd floor units
5. Wall and gate added at parking lot

South Elevation

1. New window at area well
2. New windows and door at Lobby
3. New mechanical platform and screen

North Elevation

1. New doors at lower level units and new windows at area well
2. New doors to replace existing
3. Various openings infilled and new lightwell opening added
4. Removing existing stairs

East Elevation

1. New area well and opening
2. Existing door and window openings infilled, add new window
3. New mechanical platform and screen

Among these changes, those that could be considered to affect non-character-defining features include changes that would not be visible, or not be highly visible, from public viewpoints, such as changes made partially below grade and on non-street facing elevations. For example, new windows at area wells would be located in the basement level partially below grade. Also, changes made to the east elevation would be minimally visible from any public viewpoint because of the proximity of the neighboring apartment building to its east. However, the stained glass and slag glass windows on the north elevation would still be considered character-defining because they are visible from Obispo Street (and would remain so under the project). The stained glass windows on this elevation are particularly character-defining because they are a visually prominent feature of this façade of the church. However, these stained glass windows would remain under the project. The addition of screened mechanical equipment on the roof of the building would not be highly visible, and would thus not affect a character-defining feature. Therefore, for the purposes of this analysis, this alternative would involve eliminating the following actions to be carried out under the project:

West Elevation

2. New doors to replace the existing entry doors
3. New window at north tower

South Elevation

2. New windows and door at Lobby

This alternative would meet the City's objective to facilitate the construction of affordable housing in order to help meet its affordable housing objectives, while retaining the historic integrity of the Bluff Heights Historic District through preservation of the former Immanuel Community Church building. This alternative would meet the project applicant's objective to adaptively re-use the project site for low- or very low- income senior housing. This alternative would avoid the significant but mitigable impact to the former church building that would result from implementation of the project, but it would not avoid the project's significant, unavoidable cultural resources impact related to the demolition of the residence at 304 Obispo Avenue. The feasibility of this alternative may be limited by certain factors. For example, the project applicant has stated that the new doors at the south elevation are required to make the

building ADA accessible; and the new, glass paneled doors at the west elevation that would replace the existing solid wood entry doors are necessary because they would be the only source of daylight for the residential units behind these doors (Will Cipes, Thomas Safran & Associates, personal communication, October 2012).

6.3.1 Aesthetics

Under this alternative, the overall appearance and massing of the former church building from street-level public viewpoints would be similar to the proposed project. However, this alternative would retain slightly more of the original architectural features of the building and would retain all of the features that would be changed under the project that have been determined to be character-defining features in this analysis. Thus, impacts associated with the change to the visual character of the site would be reduced, and would be less than significant, as for the proposed project.

Consistency of this alternative with adopted policies of the City of Long Beach related to aesthetics would be roughly the same as under the project. However, this policy would comply somewhat more fully with the following policy of the Conservation Element because it would preserve slightly more of the character-defining features of the former church building:

- *To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential (p. 11).*

Overall, this alternative's impacts related to aesthetics would be slightly less than those of the project.

6.3.2 Cultural Resources

This alternative would preserve slightly more of the character-defining features of the former church building, which would help reduce the project's potential inconsistency with the Bluff Heights Historic District Ordinance, but it would not avoid the project's significant, unavoidable cultural resources impact related to the demolition of the residence at 304 Obispo Avenue. Therefore, cultural resources impacts under this alternative would be reduced in comparison with the project, but would still be significant and unavoidable. All changes to non-character-defining features of the former church building proposed under the project would remain the same under this alternative. Therefore, Mitigation Measure CR-1(b), which requires any alterations to the former church building to be subject to the issuance of a Certificate of Appropriateness by the City of Long Beach Cultural Heritage Commission, would still apply and would reduce cultural resources impacts to the former Immanuel Community Church building to a less than significant level. Overall, this alternative would have slightly less impact on cultural resources than the proposed project.

6.3.3 Noise

The Initial Study (Appendix A) identified construction noise and vibration impacts to sensitive receptors as potentially significant but mitigable due to the potential for trucks used during construction at the site to pass near classroom buildings at Horace Mann Elementary School. Under this alternative, the amount of construction at the project site would remain essentially

the same. Therefore, this alternative's impacts related to construction noise and vibration would be the same as those of the proposed project and all mitigation measures recommended for the project would apply.

6.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Because the proposed project has significant, unavoidable impacts on cultural resources related to the proposed demolition of the residence at 304 Obispo Avenue, adoption of a project alternative would be necessary in order to avoid this significant environmental impact. Each of the alternatives would incrementally reduce one or more the proposed project's impacts, as discussed below.

The No Project alternative would avoid all of the project's impacts. Consequently, the No Project alternative is considered environmentally superior. However, the No Project alternative would not fulfill the basic objectives of the project stated in Section 2.0, *Project Description,* and discussed throughout this alternatives analysis.

Among the other alternatives being considered, Alternative 2, the Relocate 304 Obispo Avenue Residence alternative, would be considered environmentally superior because it would avoid the project's significant and unavoidable impact on cultural resources related to the proposed demolition of the residence at 304 Obispo Avenue. It would not avoid the project's significant but mitigable impacts on cultural resources related to the proposed changes to the exterior of the Immanuel Community Church building. This alternative would reduce but not completely avoid the project's significant but mitigable impacts related to land use and planning (policy consistency with the Bluff Heights Historic District Ordinance), or its less than significant impacts related to aesthetics. All of the alternatives except the No Project alternative would have the same significant but mitigable impacts related to construction noise and vibration. Alternative 2 would generally meet the project objectives, but would require identification of a suitable and available site for the purpose of relocation of the residence.

Table 6-2 indicates whether each alternative's environmental impact is greater, lesser, or similar to the proposed project.

Table 6-2
Comparison of Environmental Impacts of Alternatives

Issue	Proposed Project	Alternative 1: No Project	Alternative 2: Relocate 304 Obispo Avenue Residence	Alternative 3: Minimize Exterior Changes to Former Church Building
Aesthetics	=	+	+	+
Cultural Resources	=	+	+	+
Noise	=	+	=	=
Overall	=	+	+	+

+Superior to the proposed project
- Inferior to the proposed project
= Similar impact to the proposed project

7.0 REFERENCES AND REPORT PREPARERS

7.1 REFERENCES

7.1.1 Bibliography

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7.1.2 Persons Contacted

Craig Chalfant. Long Beach Development Services, Planning Bureau. August-October 2012.

Will Cipes. Thomas Safran & Associates. October 2012.

7.2 REPORT PREPARERS

This EIR was prepared by the City of Long Beach, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR are listed below.

Rincon Consultants, Inc.
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Greg Martin, AICP, Project Manager
Kathy Babcock, Graphics Technician
Katherine Warner, GIS Technician

Traffic Study
Janet Harvey, Senior Transportation Engineering Manager, Iteris Inc.

Historic Resources Consultants
Mitch Stone, San Buenaventura Research Associates

8.0 COMMENTS and RESPONSES

This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) for the Safran Senior Housing Project; responses to the comments on the Draft EIR; and corrections and information added to the Final EIR, where appropriate, in response to comments related to the proposed project's environmental effects. Corrections or additional text discussed in the responses to comments are also shown in the text of the Final EIR in ~~strikethrough~~ (for deleted text) and underline (for added text) format. (Other minor clarifications and corrections to typographical errors are also shown as corrected in this format, including corrections not based on responses to comments. These changes do not introduce new information or otherwise affect the analysis or conclusions of the EIR).

The Draft EIR was circulated for a 47-day public review period that began on October 18, 2012 and concluded on December 3, 2012. The City received two comment letters on the Draft EIR. Commenters and the page number on which each commenter's letter can be found are listed below.

	Commenter	Page #
1.	Carol Roland-Nawi, PhD, State Historic Preservation Officer, California State Office Of Historic Preservation	8-2
2.	John Thomas, President, Bluff Heights Neighborhood Association	8-6

The comment letters and the City's responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has also been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 2.1, for example, indicates that the response is for the first issue raised in Comment Letter 2).

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., *Governor*

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Letter 1

November 06, 2012

Craig Chalfant
City of Long Beach
Department of Development Services
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

RE: Comments on the Cultural Resources Section of the Draft Environmental Impact Report for the Safran Senior Housing Project (SCH#2012091026)

Dear Mr. Chalfant:

Thank you for the opportunity to comment on the above Draft Environmental Impact Report (DEIR) issued under the California Environmental Quality Act (CEQA). I am specifically writing to provide comments in regards to the impact of the proposed project on historical resources. As the State Historic Preservation Officer, my responsibility is to promote the protection of California's irreplaceable heritage resources which includes encouraging the adaptive reuse of built environment resources. I want to commend the City of Long Beach Development Services for considering the rehabilitation of the Immanuel Community Church. My comments are provided in response to the DIER I received from the State Clearinghouse.

Safran & Associates is proposing to convert the Immanuel Community Church building at E. 3rd Street in Long Beach to 24 low-income or very low income senior dwelling units, one manager's unit, and associated amenities/common areas. The project also includes demolition of the existing family home and detached garage on the adjacent parcel at 304 Obispo Avenue and construction of a 12-space parking lot serving the project. Both the Immanuel Community Church and residence at 304 Obispo Avenue are contributors to the locally listed Bluff Heights Historic District and are historical resources for the purposes of CEQA. Additionally, the Church is eligible for local listing as an individually eligible local landmark.

The City determined the proposed project would have a significant impact on historical resources because of the demolition 304 Obispo Avenue. In addition, changes to the exterior of the Church could be a significant impact but could be mitigated to less than significant if the changes to the exterior meet the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. I agree with these conclusions. 1.1

Three alternatives are also under consideration to reduce impacts of this proposed project and they include: no project, relocating 304 Obispo Avenue residence, and minimizing exterior changes to the church. After reviewing these alternatives, I strongly 1.2

recommend that Safran & Associates relocate 304 Obispo Avenue within the Bluff Heights Historic District and continue its use as a residence. I am in agreement that demolition would be a significant impact and if the project applicant feels the project cannot proceed without construction of the parking lot, relocating the residence is acceptable mitigation. However, I would also recommend that in addition to siting the residence on a parcel within the historic district that has similar site condition as the current parcel, I would also suggest retaining the use of 304 Obispo Avenue as a residence. By retaining its current use, the building retains an additional important aspect of its significance. 1.2

In addition to supporting the relocation alternative, I would also encourage the applicant to incorporate the alternative to minimize the exterior alterations to the Church. The description and plans provided in the DEIR are not sufficient for me to agree they meet the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*SOI Standards*), however, if the proposed work to the Church includes the identification of character defining features of the building and retention of as many of those features as possible, it is likely it would meet the *SOI Standards*. To further ensure the work meets the SOI Standards, the applicant should hire an architect who meets the *Secretary of the Interior's Historic Preservation Qualification Standards* to prepare plans and specifications prior to review by the City of Long Beach's Cultural Heritage Commission. 1.3

In conclusion, my comments are not meant to take a position in support of or against this project, but to encourage the best outcome for historical resources. By incorporating relocation of 304 Obispo Avenue and a rehabilitation project that meets the *SOI Standards*, I feel the project would help mitigate potential significant impacts to these historical resources. 1.4

We thank you for the opportunity to comment on the above project. If you have any further questions, please do not hesitate to contact Amanda Blosser, Historian II, CEQA Coordinator, Local Government Unit at (916) 445-7048 or at ablosser@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, PhD
State Historic Preservation Officer

cc: City of Long Beach Cultural Heritage Commission
Lynette Ferenczy, City of Long Beach Historic Preservation Officer

Letter 1

COMMENTER: Carol Roland-Nawi, PhD, State Historic Preservation Officer, California State Office of Historic Preservation

DATE: December 1, 2012

RESPONSE:

In the first two paragraphs of this comment letter, the commenter states their responsibility as the State Historic Preservation Officer to promote the protection of California's irreplaceable heritage resources, thanks the City for considering the rehabilitation of the Immanuel Community Church building, and summarizes the proposed project.

Response 1.1

The commenter agrees with the conclusions of the DEIR regarding the significance of the project's impacts to cultural resources. This comment does not question or otherwise indicate changes to the analysis or conclusions of the Draft EIR.

Response 1.2

The commenter recommends that the project applicant relocate the 304 Obispo Avenue residence within the Bluff Heights Historic District and continue its use as a residence, agreeing with the DEIR that demolition of this residence would be a significant impact, and recommending relocation of this residence per DEIR Alternative 2 (the "Relocate 304 Obispo Avenue Residence" alternative).

The DEIR acknowledges that relocation, rather than demolition, of the residence at 304 Obispo Avenue would avoid the significant impacts to this historic resource caused by the project. However, no suitable and available parcel for relocation of this residence has been identified by the City, the applicant, or the commenter. The City acknowledges this comment and will consider relocation of the residence if a suitable, available parcel is identified in time for such relocation. Unless a feasible relocation site is identified, the project's impact would be unavoidably significant as identified in the DEIR.

Response 1.3

The commenter encourages the applicant to incorporate DEIR Alternative 3 (the "Minimize Exterior Changes to Former Church Building" alternative) into the project, and states that if the proposed work to the Church includes the identification of character defining features of the building and retention of as many of those features as possible, it is likely that the project would meet the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards).

Section 6.3 of the DEIR fully analyzes Alternative 3, including an analysis of character-defining features of the church building. It concludes that although eliminating certain changes to character-defining features of the exterior of the building would help avoid the project's

significant but mitigable impacts to this cultural resource, the feasibility of this alternative may be limited by certain factors. For example, the project applicant has stated that the new doors at the south elevation are required to make the building ADA accessible. Also, the new glass paneled doors at the west elevation that would replace the existing solid wood entry doors are necessary because they would be the only source of daylight for the residential units behind these doors.

Response 1.4

The commenter states that they are not for or against the project but are instead simply advocating for the best outcome for historical resources, and summarizes their previous comments, as analyzed above.

Letter 2

To: Craig Chalfant

City of Long Beach

Department of Development Services

RE: Public Comments for DEIR for Safran Senior Housing Project

3215 E. 3rd Street and 304 Obispo Avenue

From: Bluff Heights Neighborhood Association (BHNA)/Historic District

Sent via Email December 3, 2012

Date: December 1, 2012

The BHNA has been in favor of the adaptive reuse of the former Immanuel Church Building. We had met with representatives of the developer and provided comments relative to the project and the potential impacts to both the church and the home located at 304 Obispo Ave. The developer was also present at a neighborhood meeting where the proposed project was introduced to the BHNA. 2.1

Recently, the BHNA provided both written and verbal comments to the Long Beach Cultural Heritage Commission (CHC) regarding the project urging the following considerations to alleviate potential negative impacts to both the church and the SFR; both considered contributing to our Historic District. The BHNA encourages support of the **Alternate #2** as described in the DEIR. 2.2

1. Mitigate impacts to the church via a Certificate of Appropriateness from the Long Beach Cultural Heritage Commission in accordance with the Secretary of Interior Standards.
2. Relocate the SFR at 304 Obispo Ave avoiding demolition.

The BHNA remains committed to assist the developer to seek relocation options for the SFR at 304 Obispo Ave. We disagree with the findings of the DEIR that the "No Project" alternative would be the only position to mitigate the impacts to these historic and cultural resources within the BHNA Historic District. The SFR does not necessarily have to be relocated within the BHNA Historic District. The positive adaptive reuse project can be achieved by working with the CHC with minimal exterior alterations. Furthermore, the developer must demonstrate what attempts has been made toward the relocation of the SFR. 2.3 2.4 2.5 2.6

The BHNA has confidence that working with the City of Long Beach Cultural Heritage Commission, minimal alterations to the exterior of the church can be achieved while ensuring the success of the worthy project. With respect to the SFR at 304 Obispo Ave, the BHNA has also have made recommendations for alternative appropriate sites for consideration to the developer.

2.7

Respectfully Submitted,

John Thomas, President

Bluff Heights Neighborhood Association

Letter 2

COMMENTER: John Thomas, President, Bluff Heights Neighborhood Association

DATE: December 1, 2012

RESPONSE:

Response 2.1

The commenter summarizes the BHNA's involvement with the project to date. This comment does not question or otherwise indicate changes to the analysis or conclusions of the Draft EIR.

Response 2.2

The commenter states that they support the following actions:

1. Mitigate impacts to the church via a Certificate of Appropriateness from the Long Beach Cultural Heritage Commission in accordance with the Secretary of the Interior Standards.
2. Relocating the single-family residence (SFR) at 304 Obispo Avenue to avoid its demolition (DEIR Alternative #2).

This comment does not question or otherwise indicate changes to the analysis or conclusions of the Draft EIR.

Response 2.3

The commenter states that they are committed to assisting the developer of the project to seek relocation options for the residence. The City acknowledges this comment and will consider relocation of the residence if a suitable, available parcel is identified in time for such relocation.

The commenter also states that they disagree with the DEIR finding that the "No Project" alternative would be the only "position" that would mitigate the project's impacts to cultural resources. However, the DEIR does not make such a finding. Rather, the DEIR concludes that Alternative 2, (the "Relocate 304 Obispo Avenue Residence" alternative), would mitigate impacts to the 304 Obispo Avenue residence, and that Alternative 3, (the "Minimize Exterior Changes to Former Church Building" alternative), would help avoid the project's significant but mitigable impacts to this cultural resource .

Response 2.4

The commenter states that the 304 Obispo Avenue residence does not have to be relocated within the BHNA Historic District. The DEIR acknowledges this fact, although Section 6.2 of the DEIR does state that, in order to *fully* avoid impacts to historic resources through this alternative, it would be necessary to relocate the residence within the Bluff Heights Historic District, which is the area to which this property is a contributor and which provides the residence with the context that gives it significance.

Response 2.5

The commenter states that the project can be carried out with minimal exterior alterations to the church building. Section 6.3 of the DEIR fully analyzes the "Minimize Exterior Changes to Former Church Building Alternative", including an analysis of character-defining features of the church building. It concludes that although eliminating certain changes to character-defining features of the exterior of the building would help avoid the project's significant but mitigable impacts to this cultural resource, the feasibility of this alternative may be limited by certain factors. For example, the project applicant has stated that the new doors at the south elevation are required to make the building ADA accessible. Also, the new glass paneled doors at the west elevation that would replace the existing solid wood entry doors are necessary because they would be the only source of daylight for the residential units behind these doors.

Response 2.6

The commenter states that the developer must demonstrate what attempts have been made toward the relocation of the single family residence, and that the BHNA has made recommendations to the developer for appropriate alternative sites. No suitable and available parcel for relocation of this residence has been identified by the City or the applicant, and the commenter does not identify such sites. The City acknowledges this comment and will consider relocation of the residence if a suitable, available parcel is identified in time for such relocation.

Response 2.7

The commenter expresses confidence that minimal changes to the exterior of the church can be made while ensuring success of the project, and reiterates that they have made recommendations to the developer for alternative appropriate sites for relocation of the SFR at 304 Obispo Avenue. Again, while the City acknowledges this comment and will consider relocation of the residence if a suitable, available parcel is identified in time for such relocation, no suitable and available parcel for relocation of this residence has been identified by the City or the applicant, and the commenter does not identify such sites.

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Appendix A to the Final EIR

Initial Study, Notice of Preparation (NOP),
and NOP Comment Letters

City of Long Beach

Safran Senior Housing Project

Initial Study

September 2012

rincon

Environmental Scientists Planners Engineers

Safran Senior Housing Project

Initial Study

Prepared by:

City of Long Beach
Development Services Department, Planning Division
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802
Contact: Craig Chalfant
Planner

Prepared with the assistance of:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

September 2012

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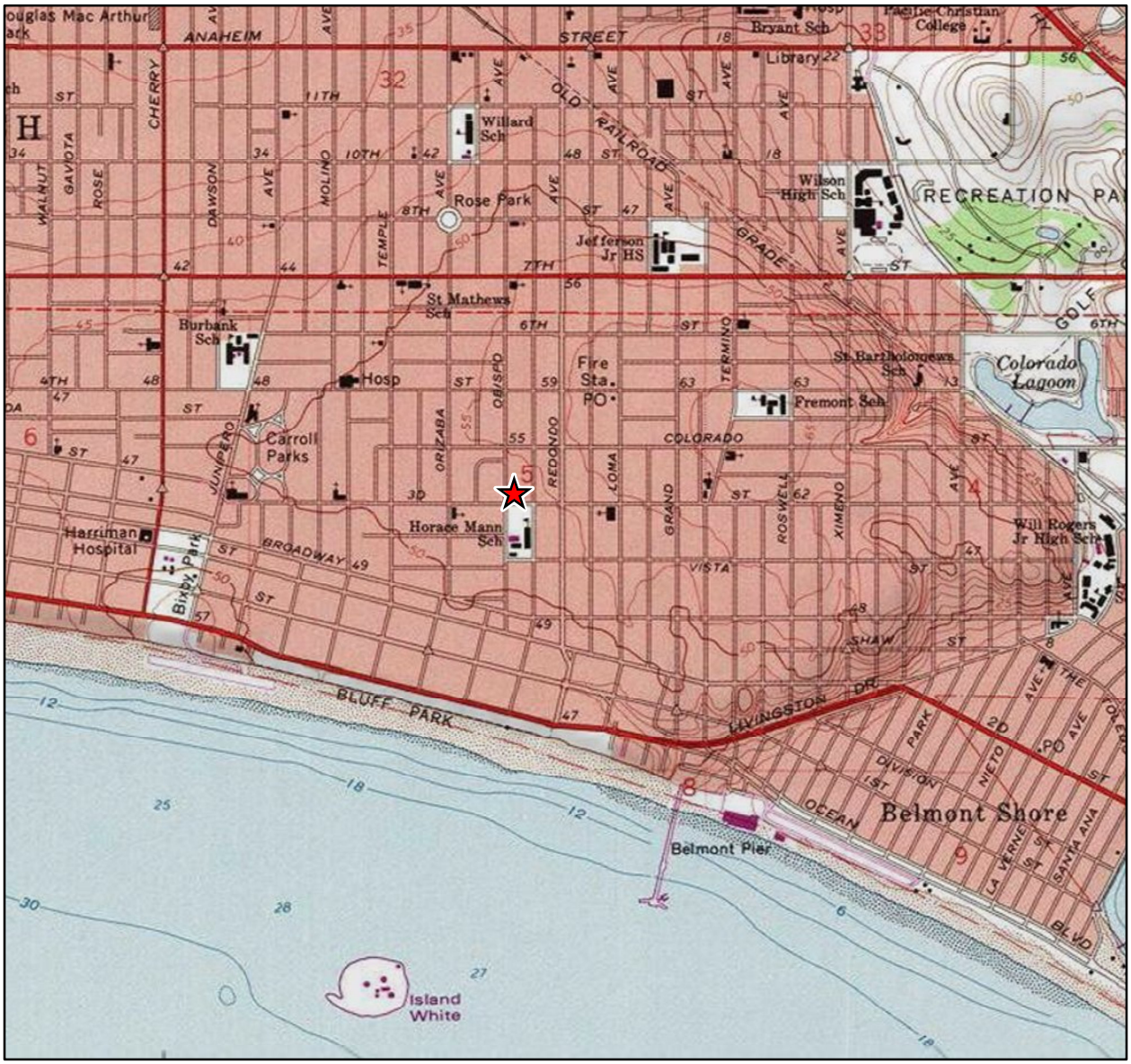
Appendix A Air Quality/Greenhouse Gas Emissions Modeling Results
Appendix B Traffic Technical Memorandum
Appendix C Noise Measurement and Modeling Results

INITIAL STUDY

1.	**Project title:**	Safran Senior Housing Project
2.	**Lead agency name and address:**	City of Long Beach Department of Development Services 333 W. Ocean Boulevard, 5th Floor Long Beach, CA 90802
3.	**Contact person and phone number:**	Craig Chalfant (562) 570-6368
4.	**Project location:**	3215 East 3rd Street and 304 Obispo Avenue, City of Long Beach, County of Los Angeles, CA. Figure 1 shows the location of the project site within the region and Figure 2 shows an aerial view of the project site within the Bluff Heights Historic District neighborhood of Long Beach.
5.	**Project applicant's/sponsor's name and address:**	Thomas Safran & Associates 11812 San Vicente Boulevard, Suite 600 Los Angeles, California 90049 Phone: (310) 820-4888 Fax: (310) 207-6986
6.	**General Plan designation:**	Mixed Style Homes (LUD No. 2)
7.	**Zoning:**	R-2-A, Two-Family Residential, accessory second unit

8. Project Description:

The proposed project would involve conversion of the building that formerly housed the Immanuel Community Church, located at 3215 East 3rd Street, into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit and associated amenities/common areas in 31,006 square feet. It would also involve demolition of the existing single family home and detached garage and construction of a small parking lot serving the project on the adjoining parcel at 304 Obispo Avenue. Figure 3 shows a site plan of the proposed development. Vehicular access to the senior housing project would be from Obispo Avenue into the proposed parking lot (or to street parking on East 3rd Street, Obispo Avenue, or other local streets), while pedestrian access would be from East 3rd Street, Obispo Avenue, and the proposed parking lot on the north side of the building.



0 1,000 2,000 Feet

N

Project Location

Map images copyright © 2011 ESRI and its licensors. All rights reserved.
Used by permission. USGS Topo, Copyright: © 2011 National Geographic Society.

Regional Location

Figure 1

Bing Maps Aerial: (c) 2010 Microsoft Corporation and its data suppliers

Project Boundaries

N

0 50 100 Feet

Aerial View of Project Site and Surrounding Uses

Figure 2

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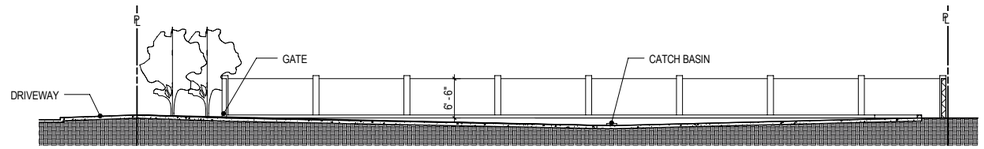
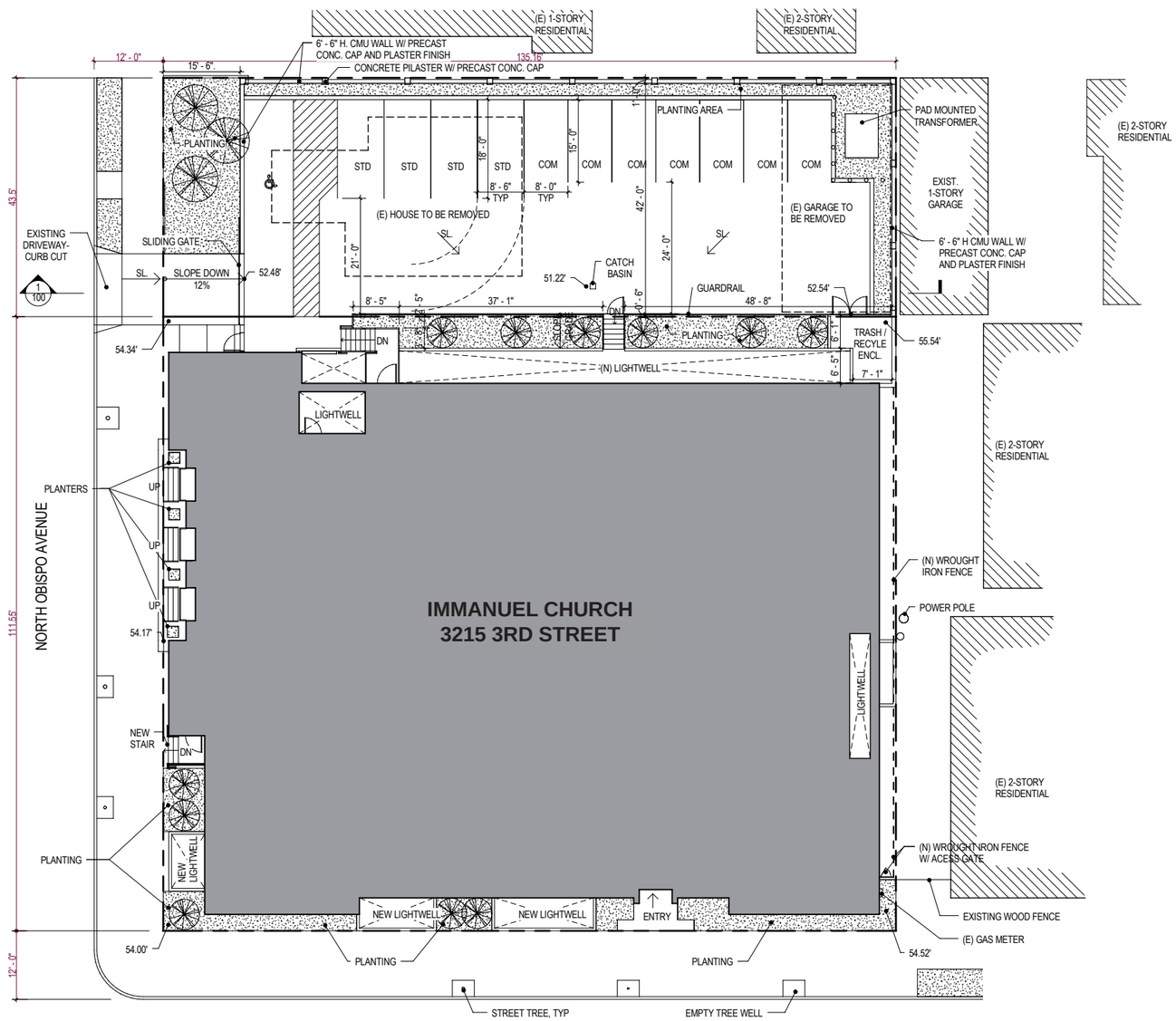


DRIVEWAY AND PARKING LOT SECTION
3/32" = 1' - 0"



UNIT INFORMATION		
Name	Number	Area
UNIT	101	610 SF
UNIT	102	799 SF
UNIT	104	622 SF
UNIT	105	612 SF
UNIT	106	659 SF
UNIT	108	531 SF
UNIT	109	572 SF
UNIT	110	579 SF
UNIT	111	577 SF
UNIT	112	611 SF
UNIT	201	685 SF
UNIT	202	659 SF
UNIT	204	627 SF
UNIT	205	626 SF
UNIT	206	671 SF
UNIT	207	625 SF
UNIT	208	682 SF
UNIT	301	750 SF
UNIT	302	583 SF
UNIT	303	558 SF
UNIT	304	644 SF
UNIT	305	633 SF
UNIT	306	686 SF
UNIT	307	625 SF
UNIT	308	700 SF
Grand total: 25		

GROSS BUILDING AREA:

1ST FLOOR = 11,016 SF

2ND FLOOR = 11,543 SF

3RD FLOOR = 8,447 SF

TOTAL = +/- 31,006 SF

N

0 12 24

Scale in Feet

Site Plan

Figure 3

Source: Killefer Flammang Architects, August 2012.

9. Surrounding land uses and setting:

The prevailing uses to the north, east, and west of the site are one-, two-, and three-story single- and multi-family residences. Horace Mann Elementary School is located immediately to the south of the project site across East 3rd Street. One- to four-story commercial development is located along Redondo Avenue, two blocks east of the site.

10. Required Entitlements:

The project requires the following discretionary approvals (entitlements) from the City of Long Beach:

- **Site Plan Review –** Site plan review is required for construction of more than five residential units. The following aspects of the project would also require a waiver through the Site Plan Review process:
  - **Open Space –** No outdoor open space is provided under the project, but is required under the Municipal Code.
  - **Structures within the Front Yard Setback –** A 42-inch high railing and light wells are proposed under the project within the 15-foot front yard setback, which requires a waiver under the Municipal Code.
- **Administrative Use Permit –** Required for conversion of a legal nonconforming use (church) to another nonconforming use (senior housing).
- **Certificate of Appropriateness –** Required for any exterior alterations to a building within a designated historic district.
- **Lot Tie –** Required to tie the proposed parking lot on the adjacent parcel to the senior housing project.
- **Planning Commission Waiver** The project would require a waiver from the Planning Commission to allow 12 off-street parking spaces rather than the 13 off-street parking spaces required by Chapter 21.41.216 of the Long Beach Municipal Code.
- **Variances –** The project would require approval of variances for the following aspects of the project:
  - Open parking spaces (instead of enclosed garage parking spaces)
  - More than 50% compact size parking spaces
  - Parking lot side and rear yard setbacks of less than five feet
  - A reduced turning radius of less than 24 feet for a standard size parking stall
  - A one-way driveway for two-way traffic instead of a two-way driveway

11. Other public agencies whose approval is required:

The City of Long Beach is the lead agency and is the only public agency with discretionary approval over the project.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potential 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.

Jill Griffiths
Signature

Sept. 11, 2012
Date

Jill Griffiths
Printed Name

Craig Chalfant
For

Environmental Checklist

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS – Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☒	☐	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) There are no scenic vistas in the vicinity of the project site (City of Long Beach, October 2002). There would be **no impact**.

b, c) There are no state scenic highways in the vicinity of the project site that would be affected by the proposed project. The Immanuel Community Church building that would be remodeled under the proposed project is located within the Bluff Heights Historic District neighborhood of Long Beach. This building, constructed between 1922 and 1923, was designed by prominent Long Beach architect W. Horace Austin, and is a contributor to the historic district. The single family residence at 304 Obispo Avenue, also within this historic district, was constructed circa 1920 and is also a contributor to this historic district. Consequently, the project has the potential to substantially damage scenic resources (historic buildings), or substantially degrade the existing visual character or quality of the site or its surroundings. The project's impact is **potentially significant** and will be studied in the EIR.

d) The proposed project would include some new sources of light and glare on the project site, such as parking lot lighting and reflective surfaces on parked cars. However, Chapter 21.41.259 of the Long Beach Municipal Code (LBMC) requires the following:

> *"All parking lots and garages shall be illuminated with lights directed and shielded to prevent light and glare from intruding onto adjacent sites. The light standards shall not exceed the height of the principal use structure or one foot (1') for each two feet (2') of the distance between the light standard and the nearest property line, whichever is greater."*

Otherwise, the project site would be lit similarly to its current state, and any new lighting would be reviewed through the City's Site Plan Review process, as described in Division V of

Chapter 21.25—*Site Plan Review* of the LBMC. The project's impacts related to light and glare would therefore be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. <u>AGRICULTURE AND FOREST RESOURCES</u> -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Project:				
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?	☐	☐	☐	☒

a-e) There are no agricultural zones or forest lands within the City of Long Beach, which is a fully urbanized community that has been urbanized for over half a century. The proposed project would have no impact upon agricultural or forest resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. <u>AIR QUALITY</u> -- Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the Project:				
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The project site is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency (SCAQMD) is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." The South Coast Air Basin in which the project site is located is a nonattainment area for both the federal and state standards for ozone, particulate matter (PM_{10} and $PM_{2.5}$), and lead. In addition, the South Coast Air Basin is in nonattainment for the state standards for nitrogen dioxide (NOx) (California Air Resources Board, May 2012). Thus, the basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the South Coast Air Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD has established the following significance thresholds for project operations within the South Coast Air Basin:

- *55 pounds per day of reactive organic compounds (ROC (also known as ROG or VOC))*
- *55 pounds per day of nitrogen oxides (NO_x)*
- *550 pounds per day of carbon monoxide (CO)*
- *150 pounds per day of sulphur oxides (SO_x)*
- *150 pounds per day of particulate matter less than 10 microns in diameter (PM_{10})*
- *55 pounds per day of particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)*

The SCAQMD has also adopted the following thresholds for temporary construction-related pollutant emissions:

- *75 pounds per day ROC*
- *100 pounds per day NO_x*
- *550 pounds per day CO*
- *150 pounds per day of PM_{10}*
- *55 pounds per day of $PM_{2.5}$*
- *150 pounds per day SO_x*

Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Sensitive receptors in the vicinity of the project site include: residences immediately adjoining the project site on its north and east sides; residences across Obispo Avenue from the project site, the closest of which is located approximately 60 feet to its west; residences to the southwest of the project site across East 3rd Street, located at their closest approximately 90 feet from the project site; and Horace Mann Elementary School, located across East 3rd Street, approximately 50 feet south of the project site.

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's CEQA Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NOx, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides a lookup table for project sites that measure one, two, three, four, or five acres. The project site would be less than one acre and is located in Source Receptor Area 4 (SRA-4), which is designated by the SCAQMD as the South Coastal LA County and includes the City of Long Beach. LST thresholds used for the proposed project are therefore for 1-acre sites in SRA-4, as shown in Table 1 (SCAQMD, June 2003). The closest sensitive receptors are residences immediately adjoining the project site on its north and east sides, and Horace Mann Elementary School, which is located to the south of the project site across East 3rd Street approximately 50 feet from the southern boundary of the project site. Both these sensitive receptors fall within the 25-meter receptor distance category.

Table 1
SCAQMD LSTs for Emissions in SRA-4

Pollutant	Allowable emissions as a function of receptor distance in meters from a one acre site (lbs/day)				
	25	**50**	**100**	**200**	**500**
Gradual conversion of NO_x to NO_2	57	58	68	90	142
CO	585	789	1,180	2,296	7,558
PM_{10} (construction)	4	13	29	61	158
PM_{10} (operation)	1	3	7	15	38
$PM_{2.5}$ (construction)	3	5	10	26	93
$PM_{2.5}$ (operation)	1	2	3	7	23

Source: SCAQMD. http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, accessed online August 2012.

a) Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Air Quality Management Plan (AQMP) is based are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards. However, as discussed in Section XIII, *Population and Housing,* the amount of housing proposed under the project would not induce population growth exceeding these population forecasts. Therefore, the project would not conflict with implementation of an air quality plan, and **no impact** would occur.

b-d) Construction and operation of the proposed project would generate emissions. The sensitive receptors closest to the project site that could potentially be affected by project emissions are residences immediately adjoining the project site on its north and east sides, and Horace Mann Elementary School, which is located to the south of the project site across East 3rd Street approximately 50 feet from the southern boundary of the project site. Emissions associated with the project were modeled by Rincon Consultants, Inc. using the California Emissions Estimator Model (CalEEMod) computer program (see Appendix A for complete CalEEMod results) based on the project description and the project's trip generation potential from the traffic technical memorandum prepared for the project by Iteris, Inc. in August 2012 (Appendix B).

Construction activities for the project would generate temporary air pollutant emissions and fugitive dust emissions associated with demolition of the residence currently located on the parcel at 304 Obispo Avenue, including emissions from construction equipment used in activities such as demolition, minor site grading, asphalt paving, and motor vehicles transporting construction workers. Construction activities for the project at the 3215 East 3rd Street parcel would consist of interior remodeling and minor façade alterations to the existing Immanuel Community Church building, and would also generate construction emissions. Exhaust emissions from construction activities would vary daily as construction activity levels change. Table 2 compares worst-case daily construction emissions from the project to SCAQMD

construction emissions and LST thresholds for all applicable criteria pollutants. LST thresholds from the 25-meter category are used because the closest sensitive receptors are neighboring residential units and Horace Mann Elementary School, both of which are located within 25 meters (approximately 83 feet) of the project site. As shown in Table 2, the project's peak construction emissions would fall below applicable thresholds, and the project's construction-related air quality impacts would be **less than significant.**

Table 2
Peak Daily Project Construction Emissions (lbs/day)

	Total Emissions					
Pollutant	**ROC**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Project Emissions	37.81	17.09	12.45	1.80	1.46	0.02
SCAQMD Threshold	75	100	550	150	55	150
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
	On-Site Emissions (lbs/day)					
Pollutant	**ROC**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Project Emissions[1]	37.79	16.33	10.77	1.79	1.45	0.02
Local Significant Thresholds (LSTs)	n/a	57	585	4	3	n/a
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**n/a**

Source: SCAQMD LST Spreadsheet for a 1-acre site in SRA-4 and CalEEMod; See Appendix A for complete CalEEMod results.
[1] LST emissions are for on-site emissions only, not mobile emissions, as explained above.

The project is expected to generate a net total of 91 daily vehicle trips, with four total trips in the a.m. peak hour and five total trips in the p.m. peak hour. Stationary operational emissions sources associated with the project would result from energy usage from sources such as HVAC systems, water heating, and interior lighting. Operational emissions were calculated using CalEEMod. Table 3 compares the project's worst-case daily operational emissions to SCAQMD operational emissions thresholds for all applicable criteria pollutants. As shown in Table 3, the project's peak operational emissions would fall below applicable thresholds, and the project's operational air quality impacts would be **less than significant.**

e) Because the proposed project would be purely residential, it would not create or emit any objectionable odors affecting a substantial number of people. There would be **no impact** related to objectionable odors.

Table 3
Peak Daily Project Operational Emissions (lbs/day)

	Total Emissions					
Pollutant	**ROC**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Project Emissions	1.37	1.21	6.81	0.92	0.07	0.01
SCAQMD Threshold	55	55	550	150	55	150
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
	On-Site Emissions (lbs/day)					
Pollutant	**ROC**	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Project Emissions[1]	0.91	0.12	2.18	0.02	0.02	0.00
Local Significant Thresholds (LSTs)	n/a	149	885	1	1	n/a
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**n/a**

Source: SCAQMD LST Spreadsheet for a 1-acre site in SRA-4 and CalEEMod; See Appendix A for complete CalEEMod results.
[1] LST emissions are for on-site emissions only, not mobile emissions, as explained above.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IV. <u>BIOLOGICAL RESOURCES</u> -- 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the Project:				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a- d, f) The proposed project would be located within a developed portion of the city of Long Beach. The project site is located within an existing urbanized area that has been previously disturbed. The site lacks significant native vegetation that provides a habitat for any unique, rare, or endangered plant or animal species. The site does not contain and is not adjacent to wetlands. The area is sparsely vegetated with a few ornamental street trees located on surrounding streets. The area is highly urbanized and there is no potential for adverse effects to wildlife resources or their habitat either directly or indirectly. There would be **no impact**.

e) The proposed project would not conflict with any local policies or ordinances protecting biological resources such as trees, nor would it conflict with any conservation plans. There would be **no impact.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the Project:				
resource as defined in §15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) The project site is located within the Bluff Heights Historic District (City of Long Beach Historic Districts Map, August 23, 2012). The Immanuel Community Church building was constructed between 1922 and 1923. The building was designed by prominent Long Beach architect W. Horace Austin, and is a contributor to the historic district. The detached single family residence at 304 Obispo Avenue was constructed circa 1920. Because of its age and design, this building is also a contributor to the historic district. Because the project would demolish the residence at 304 Obispo Avenue and alter the exterior of the Immanuel Community Church building, it would have a **potentially significant impact** on historic resources, and this issue will be studied in the EIR.

b-d) The proposed project would require only minor grading at the 304 Obispo Avenue parcel, and no subsurface excavation on either parcel. The project site is currently developed, and has previously experienced subsurface disturbance when the existing buildings on the site were constructed. Because the site (both aboveground and underground) has been previously disturbed, the likelihood of finding intact archaeological or paleontological resources is considered low. In the unlikely event that such resources are discovered during construction of the proposed project, the project would be required to comply with standard procedures for assessment and preservation of such resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains. Although unlikely, if human remains are found during demolition activities, work must stop in the vicinity of the find as well as any area that is reasonably suspected until the County Coroner has been called out and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to a **less than significant** level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
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 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, creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

a.i and ii) Similar to all of Southern California, active and/or potentially active faults in the region could generate strong groundshaking on the project site. However, the project site is not located within an Alquist-Priolo Earthquake Zone (California Department of Conservation, 2010), so the probability of seismic surface rupture is considered low. Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. However, the project site is located more than one mile southwest of the closest portion of the Newport-Inglewood Fault Zone. As such, project implementation

would not expose people or structures to potentially substantial adverse effects involving fault rupture.

The project would be required to comply with the California Building Code (CBC). The CBC requires various measures of all construction in California to account for hazards from seismic shaking, and the proposed senior housing project would be inspected for compliance with these measures by the City of Long Beach Building Bureau prior to Certificate of Occupancy. Impacts related to seismically-induced surface rupture or ground shaking would therefore be **less than significant**.

a.iii and iv) The project site is located on a relatively flat site in an area that is not susceptible to liquefaction or earthquake induced landslide hazards (California Department of Conservation Seismic Hazard Zones for the Long Beach Quadrangle, 1999). Landslide impacts would not occur as no hillsides are located near the project site. The project would therefore have a **less than significant** impact related to these hazards.

b) Soil erosion is the removal of soil by water, wind, and gravity. Demolition of the existing structure and construction of the proposed parking lot at the 304 Obispo Avenue parcel would involve soil-disturbing activities that could create soil erosion. However, Standard Urban Stormwater Mitigation Plan (SUSMP) and National Pollutant Discharge Elimination System (NPDES) requirements to utilize watering of soils and stormwater Best Management Practices (BMPs) limiting erosion would be enforced on the project, as described in Section IX, *Hydrology and Water Quality*. These impacts would be **less than significant**.

c, d) No new buildings or other structures would be constructed on the project site under the proposed project, and there is no indication from the history of the site, which has been occupied by the buildings currently on it for approximately the last 90 years, that the site is located on expansive soils or a geologic unit or soil that is or would become unstable as a result of the project, potentially resulting in on- or off-site landslide, lateral spreading, or subsidence. Therefore, impacts related to unstable soils and collapse would be **less than significant**.

e) The project is located in a fully developed part of Long Beach, with access to existing sewer connections, and would not require the use of septic tanks. Therefore, **no impact** related to the use of septic tanks would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GREENHOUSE GAS EMISSIONS</u> - Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS - Would the Project:				
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

a) Project activities would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to global climate change. The following summarizes global climate change, greenhouse gas emissions and the regulatory framework related to climate change.

Local Regulations and CEQA Requirements

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons carbon dioxide equivalent (CDE)/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not adopted, the SCAQMD has a recommended quantitative threshold for all land use types of 3,000 metric tons CDE/year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

Because the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in Long Beach, the proposed project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types including residential of 3,000 metric tons CDE per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

Study Methodology

The analysis of GHG emissions is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO_2, N_2O, and CH_4, as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, because the project would be a

senior housing project, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009).

Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches (as discussed below in *GHG Cumulative Significance*) adequately address impacts from temporary construction activity. As stated in the *CEQA and Climate Change* white paper, "more study is needed to make this assessment or to develop separate thresholds for construction activity" (CAPCOA, 2008). Nevertheless, air districts such as the SCAQMD (2011) have suggested amortizing construction-related emissions over a 30-year period in conjunction with the proposed project's operational emissions. Emissions associated with the construction period were estimated using the California Emissions Estimator Model (CalEEMod) computer model, based on the projected maximum amount of equipment that would be used onsite at one time. Complete CalEEMod results and assumptions can be viewed in Appendix A.

Operational emissions from energy use (electricity) for the project were estimated using CalEEMod (see Appendix A for calculations). The default values on which CalEEMod are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. Emissions associated with area sources including consumer products and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and district supplied emission factor values (CalEEMod User Guide, 2011). Operational emissions, including those associated with demand for water and generation of solid waste, wastewater, or vehicle trips were also calculated in CalEEMod. Because CalEEMod does not calculate N_20 emissions from mobile sources, N_20 emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix A for calculations). Total daily trip rates associated with the project were taken from the Traffic Memo prepared by Iteris, Inc. (August 2012). Emission rates for N_20 emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry Protocol.

a) The proposed project would generate GHG emissions, during both construction and long-term operation of the project. GHG emissions associated with both construction and operational emissions, including motor vehicle activity, are discussed below.

Based on the CalEEMod results, construction activity for the project would generate an estimated 117 metric tons of carbon dioxide equivalent (CDE) units. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate an estimated 4 metric tons of CDE per year.

CalEEMod was used to calculate direct sources of air emissions from the project. These include "area source emissions" such as consumer product use, architectural coatings (reapplication), and landscape maintenance equipment. The model determined that the project's area source emissions would be approximately 0.64 metric tons per year. Operation of the proposed project would consume electricity (see Appendix A for calculations) in order to operate mechanical equipment and lighting inside the building. Natural gas would also be consumed as a result of

the project. Electricity and natural gas consumption associated with the project would generate approximately 46 metric tons of CDE per year. Solid waste generation associated with the proposed project would generate approximately 5.23 metric tons of CDE per year. Based on the amount of electricity generated in order to supply water to the project site, water use associated with the proposed project would generate approximately 11 metric tons of CDE per year.

Mobile source GHG emissions were estimated using the ITE rate for average daily trips for the various land uses included in the proposed project, and by the total vehicle miles traveled (VMT) estimated in CalEEMod. The project would generate an estimated 238,627 annual VMT. As noted above, CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009). According to these calculations, the project would generate approximately 122.08 metric tons of CDE units associated with mobile emissions.

Table 4 combines the construction and operational GHG emissions associated with onsite development for the proposed project. Construction emissions (approximately 117 metric tons CDE) are amortized over 30 years (the anticipated life of the project) as recommended by the SCAQMD.

Table 4
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	4 metric tons CDE
Operational	
Area	1 metric ton CDE
Energy	46 metric tons CDE
Solid Waste	5 metric tons CDE
Water	11 metric tons CDE
Mobile	122 metric tons CDE
Total	**189 metric tons CDE**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

For the proposed project, the combined annual emissions would total approximately 189 metric tons per year in CDE units. Because this total amount of GHG emissions would be lower than the threshold of 3,000 metric tons per year, impacts from GHG emissions would be **less than significant**.

b. In response to Executive Order (EO) S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of

passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc. In addition, in 2008 the California Attorney General published The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project.

The project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General's Greenhouse Gas Reduction Measures. Most of these strategies are, or would in the future be, implemented through statewide regulations such as AB 1493 (Pavley), which requires the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations to implement AB 1493 were adopted by the ARB in September 2004. Other state-wide mandates and programs that would help achieve these goals includes the State's Cal Green building code standards, which ensure that low flow fixtures and waterwise landscaping are incorporated into projects, and utility company incentives for the purchase of energy-efficient appliances.

The project site is located within the City of Long Beach, which is required to achieve a 50% solid waste diversion rate by the State. According to the State of California Consolidated Integrated Waste Management Board (CIWMB, December 2008), the City of Long Beach had achieved a solid waste diversion rate of 69% as of 2006. The City of Long Beach has an Urban Forestry Program, which is a collaborative effort between neighborhood associations, community groups, the Conservation Corps of Long Beach and the Neighborhood Services Bureau to plant trees in Long Beach neighborhoods. All Urban Forestry projects utilize Federal Community Development Block Grant (CDBG) and State of California Department of Urban Forestry funding to purchase trees and the tools and equipment for their planting and maintenance (City of Long Beach Urban Forestry website, August 2012). The proposed project would not interfere with or be inconsistent with this program, and would retain the minimal amount of on-site vegetation along Obispo Avenue and East 3rd Street.

Several alternative fueling stations are available in the region, including a biodiesel station located approximately 27 miles northeast of the project site in Placentia, an ethanol station located approximately 10 miles west of the site in Wilmington, and several electric vehicle charging stations in Long Beach, including two in downtown Long Beach approximately 2.5 miles west of the project site (U.S. Department of Energy, March 2012). The proposed project would increase the population density of the area, which is served by several bus lines with stops within ¼ mile of the project site. For example, bus lines run up and down Redondo Avenue, East 4th Street, and East Broadway, with stops at their intersections with East 3rd Street and Obispo Avenue. These bus lines provide access to the regional public transportation network, including the LA Metro Blue Line light rail line linking downtown Long Beach to downtown Los Angeles, as well as the Metrolink commuter rail system. The northbound bus line on Redondo Avenue also directly serves the Long Beach Airport. The project would introduce new residences into an area not only served by this transit network, but also within

walking distance of jobs and shopping opportunities in the local neighborhood, such as those along Redondo Avenue.

For these reasons, the proposed project's potential to conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be **less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the Project:				
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

a) The proposed project involves demolition of an existing residence and construction of a senior housing project and surface parking lot. Operation of the proposed project would not involve the routine transport, use or disposal of hazardous substances. There would be **no impact.**

b, c) The school nearest to the project site is Mann Elementary School, which is located approximately 60 feet to the south of the project site across East 3rd Street. Operation of the proposed project would not involve the routine use or transport of hazardous materials or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste, and nearby schools would therefore not be adversely affected. Construction of the project would involve demolition of the existing residence at 304 Obispo Avenue and interior remodeling of the Immanuel Community Church building. This could require the removal or transportation of hazardous materials such as asbestos-containing materials (ACMs) or lead-based paints and materials. South Coast Air Quality South Coast Air Quality Management District (SCAQMD) Rule 1403, *Asbestos Emissions from Demolition/Renovation Activities*, potentially applies to demolition activity within the project area. Compliance with SCAQMD Rule 1403 requires that the owner or operator of any demolition or renovation activity have an asbestos survey performed prior to demolition. Lead-based materials exposure is regulated by California Occupational Safety and Health Administration (CalOSHA) regulations. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. Compliance with these regulations would reduce the project's potential impacts related to hazardous emissions or materials affecting school sites within ¼ mile to a **less than significant** level.

d) The following databases compiled pursuant to Government Code Section 65962.5 were checked (August 23, 2012) for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Geotracker search for leaking underground storage tanks (LUSTs);
- Investigations- Cleanups (SLIC) and Landfill sites, Cortese list of Hazardous Waste and Substances Sites; and

- The Department of Toxic Substances Control's Site Mitigation and Brownfields Database.

The project site does not appear on any of the above listed databases. The closest contaminated site is a LUST cleanup site located at 300 Redondo Avenue, approximately 540 feet east of the project site. Based on the records on the Geotracker online database (California State Water Quality Control Board, August 2012), potential contaminants of concern on this site as a result of the LUST include benzene, gasoline, toluene, and xylene. The case was opened in 1990 and its status is inactive as of April 2009. The record search indicates that cleanup onsite took place and the case was deemed to be closed by the Los Angeles Regional Water Quality Control Board (RWQCB) in April 2009. The closest "open status" contaminated site is located approximately 0.4 miles to the southwest of the site, with the sole potential contaminant of concern being gasoline. According to a September 2008 "Aquifer Characteristics Test" report by Frey Environmental accessed through the Geotracker database, groundwater flow at this site is to the west, away from the project site. There is no evidence to suggest that any contamination at these sites would affect the project site. Thus, construction of the proposed project would not create a significant hazard to the public or the environment from being located on a contaminated site. The impact would be **less than significant**.

e, f) The project site is located approximately 2.75 miles southwest of the closest airport, Long Beach Municipal Airport. The project site is not within an area covered by an airport land use plan, nor is it located in the vicinity of a private air strip. Thus, air traffic associated with the Long Beach Municipal Airport would not result in a safety hazard at the project site. There would be **no impact.**

g) The proposed project involves demolition of one residence, construction of a surface parking lot on that site, and conversion of the Immanuel Community Church building to a senior housing project, and would not conflict with an adopted emergency response plan or emergency evacuation plan or interfere with traffic on adjacent streets. The impact would be **less than significant**.

h) The project site is located in an urbanized area of Long Beach not in proximity to wildlands. Thus the proposed project would not expose persons or structures to wildfire hazard risks. There would be **no impact.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the Project:				
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the Project:				
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a, e-f) The project site is located approximately 0.5 miles from the Pacific Ocean, one mile from Colorado Lagoon, 1.4 miles from the Marine Stadium portion of Alamitos Bay, 2 miles from the mouth of the Los Angeles River, and 2.6 miles from the mouth of the San Gabriel River. Construction activity, including grading for the proposed parking lot, could have the potential to degrade water quality due to sediment erosion or the presence of contaminants located within the soils (as discussed in Section VIII, *Hazards and Hazardous Materials*). However, on-site activities would be required to comply with the requirements of the Long Beach Municipal Code Chapter 18.95, NPDES and SUSMP Regulations. Specifically, proposed construction activities would be required to comply with LBMC Chapter 18.95.050, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs). Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage. Further, the City would be required to complete and submit a Stormwater Pollution and Prevention Plan (SWPPP) to both the Regional Water Quality Control Board (RWQCB) and the City of Long Beach in addition a Notice of Intent (NOI) to comply with the state construction activity storm water permit. Compliance with these requirements would reduce potential impacts associated with water quality during implementation of the proposed project to **less than significant**. The project does not involve any actions beyond construction activities that would adversely affect water quality.

b) The proposed project would eliminate one single family residence and introduce 25 new dwelling units on the project site, leading to an increase of 24 dwelling units. The project would therefore lead to a small increase in consumption of potable water. However, this increase would be so small in comparison to total water usage in this highly urbanized area that it would not significantly impact groundwater. Also, the project would produce little if any increase in impermeable surfaces in the area that would restrict groundwater recharge. The project would therefore not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level, and this impact would be **less than significant**.

c, d) The proposed project would not alter the surface drainage pattern of the surrounding area. It also would not require the relocation of existing storm drain lines or construction of any new storm drain lines. Storm water would continue to flow into the City's existing storm drain

system. The project would not significantly increase the amount of impermeable surfaces on the project site, and would therefore not significantly alter the overall amount of surface water drainage such that the project would result in flooding, substantial erosion or siltation on- or off-site. Construction activities, including excavation, may result in sedimentation or erosion on or off-site. However, as discussed above, proposed construction activities would be required to comply with LBMC Chapter 18.95.050, which requires construction plans to include construction and erosion and sediment control best management practices (BMPs) that would reduce the impacts related to erosion or siltation on or off site to a less than significant level. Impacts related to drainage patterns, both temporary and operational, would be **less than significant.**

g-h) Per FEMA flood zone maps (#06037C1970F), the project site is located in Zone X, which is outside both the 100-year flood zone (the area with a 1% chance per year of flooding) and the 500-year flood zone (the area with a 0.2% chance per year of flooding). The proposed project would not impede flood flows or expose people to significant flood-related safety impacts. Consequently, there would be **no impact**.

i) The proposed project is not subject to flooding due to dam or levee failure, and would not increase exposure to risks associated with dam or levee failure. **No impact** would occur.

j) A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water, such as lakes. The project site is not located within a tsunami hazard zone (California Department of Conservation, March 2009). Additionally, because the project site is not sufficiently close to a large body of water other than the ocean, seiches are not a significant concern. As described above in Section VI, *Geology and Soils*, the project site is not located within an area subject to potentially high landslide or debris and mud flows. Therefore, **no impact** related to these hazards would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) The proposed project would not physically divide or in any way affect an established community. **No impact** would occur.

b) The project site is located in the R-2-A, Two-Family Residential, accessory second unit zoning district and within General Plan Land Use Designation Mixed Style Homes (LUD No. 2). No changes to the General Plan land use or zoning designations are proposed. The project site is located in the Bluff Heights Historic District and the buildings located on the project site are contributors to this district. Therefore, the project has the potential to conflict with the Bluff Heights Historic District (City of Long Beach Ordinance No. C-7937). Also, the project would provide 12 off-street parking spaces, but Chapter 21.41.216 of the LBMC requires that Low Rent Senior Housing provide at least one off-street parking space for every two bedrooms. Because the project would include 25 residential units (24 senior units and one manager's unit) it would be required to provide 13 parking spaces. However, if the Planning Commission waives this parking requirement, this inconsistency would be resolved. The project would also require a waiver through the Site Plan Review process from Chapter 21.25.508 B of the LBMC, which requires outdoor open space and from Chapter 21.25.508 E of the LBMC because it proposed a 42-inch high railing and light wells in the required 15-foot front yard setback. The project would also require a variance from the following chapters of the LBMC to allow open parking spaces instead of enclosed garage parking spaces (21.42.213); more than 50% compact size spaces (21.41, Table 41-2); parking lot side and rear yard setback of less than five feet (21.52.221); a reduced turning radius of less than 24 feet for a standard size parking stall (21.41, Table 41-3); and a one-way driveway for two-way traffic instead of a two-way driveway (21.41, Table 41-4). The project would also require an Administrative Use Permit for conversion of a legal nonconforming use (church) to another nonconforming use (senior housing); a Certificate of Appropriateness for exterior alterations to a building within a designated historic district; and a Lot Tie to tie the proposed parking lot on the adjacent parcel to the senior housing project.

The project site is not located in the Coastal Zone, which ends at Broadway, located approximately ¼ mile to the south (City of Long Beach, LB Planning website, August 2012), and the project would therefore not conflict with the Local Coastal Plan (LCP). Because the project has the potential to conflict with the Bluff Heights Historic District Ordinance, this is a **potentially significant impact** that will be further studied in the Cultural Resources section of the EIR.

c) The project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a-b) The project site and surrounding properties are part of an urbanized area in southeast Long Beach. The project site is not located in a mineral extraction operations area. The proposed project does not involve a mineral resource recovery site and no mineral resource activities would be altered or displaced by the project. Therefore, **no impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE – Would the Project result in:				
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 expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise?	☐	☐	☐	☒

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Decibels are measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Noise levels typically attenuate (drop off) at a rate of 6 dB per doubling of distance from point sources such as industrial machinery. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dB per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dB per doubling of distance.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) - recognize this fact by weighting hourly L_{eqs} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to

the L_{dn}, except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. The City of Long Beach designates the following land uses as being noise-sensitive: dwellings, schools, hospitals, hotels and health institutions (Long Beach General Plan Noise Element, 1975). The noise-sensitive land uses closest to the project site include: residences immediately adjoining the project site on its north and east sides; residences across Obispo Avenue from the project site, the closest of which is located approximately 60 feet to its west; residences to the southwest of the project site across East 3rd Street, located at their closest approximately 90 feet from the project site; and Horace Mann Elementary School, located across East 3rd Street, approximately 50 feet south of the project site.

In order to determine the compatibility of proposed new uses with existing development, the City of Long Beach uses the State Noise/Land Use Compatibility Standards shown in Table 5, which suggest a normally acceptable exterior noise exposure of up to 65 dBA CNEL for sensitive land uses such as residences and schools. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA.

The City's Noise Ordinance (LBMC Chapter 8.80) sets exterior and interior noise limits, and prohibits disturbing noises. Chapter 8.80.150 sets exterior noise limits for most of the City, including the project site and its vicinity, at 50 dBA during the day (7:00 a.m. to 10:00 p.m.) and 45 dBA at night (10:00 p.m. to 7:00 a.m.). Chapter 8.80.150B states the following:

> *No person shall operate or cause to be operated any source of sound at any location within the incorporated limits of the city or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured from any other property, either incorporated or unincorporated, to exceed:*
>
> 1. *The noise standard for that land use district as specified in Table A in Section 8.80.160 for a cumulative period of more than thirty minutes in any hour; or*
> 2. *The noise standard plus five decibels for a cumulative period of more than fifteen minutes in any hour; or*
> 3. *The noise standard plus ten decibels for a cumulative period of more than five minutes in any hour; or*
> 4. *The noise standard plus fifteen decibels for a cumulative period of more than one minute in any hour; or*
> 5. *The noise standard plus twenty decibels or the maximum measured ambient, for any period of time.*

Table 5
Land Use Compatibility for Noise Environments

Land Use Category	Community Noise Exposure Level			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Low Density, Single-Family, Duplex, Mobile Homes	50-60	55-70	70-75	75+
Residential – Multiple Family	50-65	60-70	70-75	75+
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80+
Schools, Libraries Churches, Hospitals, Nursing Homes	50-65	60-70	70-80	80+
Auditoriums, Concert Halls, Amphitheaters	NA	50-70	65+	NA
Sports Arenas, Outdoor Spectator Sports	NA	50-75	70+	NA
Playgrounds, Neighborhood Parks	50-70	NA	67-75	73+
Golf Courses, Riding Stable, Water Recreation, Cemeteries	50-75	NA	70-80	80+
Office Buildings, Business Commercial and Professional	50-70	67 -77	75+	NA
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	80+	NA

Source: Office of Noise Control, California Department of Health.
Notes: NA - Not Applicable
***Normally Acceptable** – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements*
***Conditionally Acceptable** – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
***Normally Unacceptable** – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
***Clearly Unacceptable** – New construction or development should generally not be undertaken.*

Chapter 8.80.150C of the LBMC states:

> *If the measured ambient level exceeds that permissible within any of the first four noise limit categories in subsection B of this section, the allowable noise exposure standard shall be increased in five decibels increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category in subsection B of this section, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.*

Chapter 8.80.202 of the LBMC prohibits noise associated with demolition and other construction activities that produce loud or unusual noise that would annoy or disturb a reasonable person of normal sensitivity between the hours of 7:00 PM and 7:00 AM on any weekdays including federal holidays, except for authorized emergency work. On Saturdays, such activities are allowed only between the hours of 9:00 AM and 6:00 PM, and not allowed

any time on Sunday unless for authorized emergency work or work authorized by the noise control officer. Impacts from construction noise would be considered significant if noise were to occur outside the allowable times without authorization. Chapter 8.80.200 of the LBMC forbids certain noise disturbances, including operating or permitting the operation of any air-conditioning or air refrigerating equipment in such a manner as to exceed the following sound levels specified in the American Society of Heating, Refrigeration and Air Conditioning Engineers Code of Recommended Practices.

Noise levels were measured in two locations near the project site (one on the west side of Obispo Avenue across from the parking lot proposed under the project; and one on the south side of East 3rd Street across from the Immanuel Community Church building and in front of Horace Mann Elementary, approximately midblock between Obispo Avenue and Coronado Avenue) on the afternoon of Friday, August 10th, 2012, between approximately 4:00 p.m. and 4:45 p.m. Table 6 shows the results of these noise measurements, which indicate an existing noise environment in the immediate vicinity of the project site of approximately 53 to 61 Leq dBA, which is within the normally acceptable exterior noise exposure level for multiple family residential of 65 dBA CNEL. Existing ambient noise levels are higher than the 50 dBA exterior noise level standard listed in Chapter 8.80.150B of the LBMC, and the maximum allowable noise level would therefore be adjusted upwards to reflect these existing ambient noise levels, in compliance with Chapter 8.80.150C of the LBMC.

Table 6
Existing Ambient Noise Levels[1]

Measurement Location	Time	Noise Equivalent Level (Leq) (dBA)
1) East 3rd Street, approx. midblock between Obispo Avenue and Coronado Avenue, approx. 20 feet from the center of East 3rd Street.	4:02-4:17 PM	60.9
2) Obispo Avenue, approx. 170 feet north of its intersection with East 3rd Street and approx. 20 feet from the center of Obispo Avenue.	4:27-4:42 PM	53.2

[1] Noise readings were taken by Rincon Consultants with a Rion NL-21 Sound Level Meter on Friday August 10th, 2012.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by

sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

The City has not adopted any thresholds or regulations addressing vibration. Vibration impacts would be significant if they exceeded the following Federal Railroad Administration (FRA) thresholds.

- *65VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios.*
- *72 VdB for residences and buildings where people normally sleep, including hotels.*
- *75 VdB for institutional land uses with primary daytime use, such as churches and schools.*
- *95 VdB for physical damage to extremely fragile historic buildings.*
- *100 VdB for physical damage to buildings.*

Construction vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime and would therefore not normally interfere with sleep.

a, c) The proposed project involves demolition of one existing single family residence and remodeling of the existing Immanuel Community Church building to accommodate 24 apartments and one manager's unit. The project would generate vehicular trips and increase vehicular traffic on surrounding streets. The primary operational sources of noise associated with the proposed project that could increase existing ambient noise levels would be this project-generated traffic, stationary sources such as mechanical equipment, and non-stationary noise such as parking lot noise from vehicles and conversations.

Based on trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition, the project is expected to generate a net total of 94 daily vehicle trips, with four total trips in the a.m. peak hour and five total trips in the p.m. peak hour. Based on a trip distribution of 80% of these trips going east/west on East 3rd Street and 20% of these trips going north/south on Obispo Avenue, the project would contribute four p.m. peak hour trips to East 3rd Street, and one p.m. peak hour trip to Obispo Avenue. Using this trip generation and traffic counts from the City of Long Beach (City of Long Beach, August 2012), the project's contribution to roadway noise levels was modeled for East 3rd Street using the Federal Highway Administration's Traffic Noise Model (TNM) Lookup software program, the results of which are shown in Table 8 (see Appendix C for detailed results). As shown in Table 7, the project would cause only a 0.1 dB increase and would not raise ambient noise levels above the 65 dBA "normally acceptable" threshold shown in Table 5. Results were not modeled for Obispo Avenue due to lack of existing traffic volume data for that street, but the project would generate only one p.m. peak hour trip on this segment as opposed to four p.m. peak hour trips on East 3rd Street, on a street with lower traffic volumes and ambient noise levels, and would therefore also not be expected to violate the 65 dBA standard. Vehicle trips generated by the project would therefore cause a **less than significant** increase in operational traffic noise impacts.

Table 7
Project Contribution to Roadway Noise Levels

Roadway Segment	Existing (dBA)	Existing Plus Project (dBA)	Increase Over Existing (dB)
1) East 3rd Street, between Obispo Avenue and Coronado Avenue.	60.7	60.8	0.1

Source: Rincon Consultants field survey, August 10, 2012; TNM Lookup software program. See Appendix C for TNM data output sheets.

Mechanical equipment associated with the proposed project would be limited to equipment such as HVAC systems associated with residential development, which would produce temporary noise. However, such HVAC equipment would be subject to Chapter 8.80.200 of the LBMC, as discussed above. Enforcement of this regulation would ensure that its operation would not cause a significant operational noise impact. Noise levels from typical parking lot noise sources are shown in Table 8. Due to the relatively small size of the proposed parking lot, its operation would not be expected to involve sweepers or tire squeals, but parking lot noise from vehicles and conversations could produce noise levels up to 77 dBA. Given the fact that existing ambient noise levels on Obispo Avenue near the project site are approximately 53 dBA, impacts from these noise sources would be significant if they violated Chapter 8.80.150B of the LBMC (discussed above) by causing the noise level when measured from any other property to exceed the base noise level (in this case, approximately 53 dBA) by a cumulative period of more than 30 minutes in any hour; the base noise level plus five decibels for a cumulative period of more than 15 minutes in any hour; the base noise level plus ten decibels for a cumulative period of more than five minutes in any hour; the base noise level plus 15 decibels for a cumulative period of more than one minute in any hour; or the base noise level plus 20 decibels or the maximum measured ambient, for any period of time. Because the noise levels for car horns and car alarm signals shown in Table 8 exceed the base noise level by 24 dB, such noise levels at immediately adjacent noise-sensitive receptors to the north and northeast of the project site could be significant, although temporary, if not properly attenuated. However, as shown on the project site plan (Figure 3), the project site would be bordered on its north and east sides by a 6′6″ CMU (concrete masonry unit) wall. This wall would provide substantial noise attenuation for these neighboring properties, and this impact would be **less than significant**.

b) The proposed project would involve demolition and construction activities at the 304 Obispo Avenue parcel such as tear-down of the existing residence, foundation removal, pavement removal, and grading and paving activities for the proposed surface parking lot. Construction of the proposed improvements at the former Immanuel Community Church building would be almost exclusively to the interior of the building, with exterior changes limited to some fenestration and other façade work. Project construction activities, especially on the 304 Obispo Avenue parcel, are anticipated to result in some vibration that may be felt on properties in the immediate vicinity of the project site, as commonly occurs with construction projects. Table 9 identifies various vibration velocity levels for different types of construction equipment. The project would not utilize pile drivers or large bulldozers, but could utilize jackhammers and small bulldozers on the project site during construction, and loaded trucks on the project site and surrounding streets during construction.

Table 8
Typical Parking Lot Noise Sources

Source	Level at 20 Feet (dBA)
Autos at 14 mph	58
Sweepers	80
Car Alarm Signal	77
Car Alarm Chirp	62
Car Horns	77
Door Slams or Radios	72
Talking	44
Tire Squeals	74

Source: Gordon Bricken & Associates, February 1996.
Estimates are based on actual noise measurements taken at various parking lots.

Table 9
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB					
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	120 Feet
Pile Driver	104	95	93	90	86	84
Large Bulldozer	87	78	76	73	69	67
Loaded Trucks	86	77	74	71	68	65
Jackhammer	79	70	67	65	61	58
Small Bulldozer	58	48	46	43	39	37

Source: Federal Railroad Administration, 1998

Based on the information presented in Table 9, vibration levels could temporarily and intermittently reach a maximum of 86 VdB at the residences immediately adjoining (and thus within 25 feet of) the project site. This would exceed the 72 VdB threshold for residences and buildings where people normally sleep. However, as already stated, the City's Noise Ordinance prohibits construction outside daytime hours; therefore, construction vibration would not be significant at these receptors because it would occur outside hours when people normally sleep, and would not exceed the 100 VdB threshold for minor cosmetic damage to fragile buildings. While Horace Mann Elementary School, the nearest non-residential sensitive receptor, is located directly across East 3rd Street and approximately 60 feet from the project site, this part of the campus is occupied by playground space, and school buildings where children would be sensitive to vibration impacts would be located over 300 feet from the project site. On-site construction vibration impacts at this sensitive receptor would be well below applicable thresholds, as shown in Table 9. However, if loaded trucks leaving the project site used Obispo Avenue or Coronado Avenue south of East 3rd Street, they could come within 25 feet of certain school buildings and produce vibration levels up to 86 VdB, thus exceeding the 75 VdB

threshold for institutional land uses with primary daytime use, such as churches and schools. Mitigation Measure N-1 is therefore necessary to reduce this potential impact to construction vibration impacts on nearby residential and school uses. This impact would be **less than significant with mitigation incorporated.**

The following mitigation measure is required to reduce construction noise and vibration impacts on sensitive receptors:

N-1 **Heavy Truck Restriction/Haul Routes**. The construction contractor shall prohibit heavy trucks from driving on either Obispo Avenue or Coronado Avenue south of East 3rd Street. Heavy trucks include all cargo vehicles with three or more axles, generally with gross vehicle weight greater than 26,400 lbs. The preferred haul route for demolition and construction materials shall be East 3rd Street to Redondo Avenue to the nearest major arterial or freeway.

d) Project construction would involve the use of heavy equipment associated with grading. Noise generated during this phase would be typical of such site preparation activity and would be temporary. Typical noise levels for construction activities are listed in Table 10. The project would not utilize pile drivers or large bulldozers, but could utilize jackhammers and pavers on the project site during construction, and loaded trucks on the project site and surrounding streets during construction. The sensitive receptors closest to the project site are the residential properties adjoining it on its north and east sides, which would be less than 50 feet from the source of construction noise. Maximum noise levels at the nearest sensitive receptors would normally range from about 85-89 dBA. Such noise levels would exceed ambient levels in the area and could cause temporary disturbance to nearby receptors.

Table 10
Typical Construction Noise Levels

Equipment	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source	Typical Level (dBA) 200 Feet from the Source	Typical Level (dBA) 400 Feet from the Source
Pile Driver	101	95	89	83
Large Bulldozer	90	84	78	72
Paver	89	83	77	71
Jackhammer	88	82	76	70
Truck	88	82	76	70
Front End Loader	85	79	73	67

Source: Harris Miller, Miller & Hanson Inc. May2006 for the Federal Transit Administration

Pursuant to Chapter 8.80 of the City's Municipal Code, it is prohibited for noise associated with demolition and other construction activities to exceed the allowable exterior noise level for any zone outside the hours of 7:00 AM and 7:00 PM on any weekday including federal holidays, outside the hours of 9:00 AM and 6:00 PM on Saturday, and anytime on Sunday. Because the proposed project would be required to comply with the City's Municipal code requirements,

impacts related to temporary construction noise on sensitive residential receptors would be **less than significant**.

While Horace Mann Elementary School, the nearest non-residential sensitive receptor, is located directly across East 3rd Street and approximately 60 feet from the project site, this part of the campus is occupied by playground space, and school buildings where children would be more sensitive to noise impacts would be located over 300 feet from the project site, and over 400 feet from the part of the project site on which heavier construction activities such as demolition, foundation removal, grading, and paving would take place. As shown in Table 10, maximum noise levels from project construction activities for sensitive receptors at Horace Mann School would range from about 67-71 dBA, which is within both the "conditionally acceptable" range of 60-70 CNEL and the "normally unacceptable" range of 70-80 CNEL for schools shown in Table 5. The loudest of these on-site construction activities, such as jackhammers and pavers, would be screened from Horace Mann School by the existing Immanuel Community Church building, so actual noise levels would be slightly lower and on-site construction noise levels would fall into the "conditionally acceptable" range. For all of the reasons discussed above, on-site construction noise impacts from the project on Horace Mann School would be less than significant. However, if large construction trucks associated with project construction travelled on either Obispo Avenue or Coronado Avenue south of East 3rd Street, they could come within 25 feet of certain school buildings and produce noise levels up to 88 dB, thus exceeding the 70 dB threshold for schools listed in Table 5. While such noise would occur only for a few moments while the truck was passing the building, this impact could be significant unless mitigated. However, implementation of Mitigation Measure N-1 (listed above) would prohibit trucks from using Obispo Avenue or Coronado Avenue south of East 3rd Street. Construction noise impacts on Horace Mann School would therefore be **less than significant with mitigation incorporated.**

e, f) The project site is located approximately 2.75 miles southwest of the closest airport, Long Beach Municipal Airport. Therefore, **no impact** associated with airport noise conflicts would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. <u>POPULATION AND HOUSING</u> — Would the Project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. POPULATION AND HOUSING — Would the Project:				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

a) The proposed project would involve the creation of 25 new housing units (24 independent low or very low income senior dwelling units, and one manager's unit), and the elimination of one existing housing unit (the residence currently located at 304 Obispo Avenue), resulting in an increase of 24 housing units. The population of the City of Long Beach is 464,662 (California Department of Finance, May 2012). The Southern California Association of Governments (SCAG) in its adopted 2012 Integrated Growth Forecast (SCAG, August 2012), forecasts that the population of Long Beach will grow to 491,000 by 2020, which would be a population increase of 26,338 persons, or 5.7%. The potential population increase generated by the project, which would be at a maximum two persons for each unit, would be approximately 50 persons. This falls well within SCAG's population increase forecast and, therefore, would not directly or indirectly induce substantial population growth in the area. For the same reason, the project's employment generating potential would not be significant compared to projected growth. Therefore, this impact would be **less than significant**.

b, c) The proposed project would result in the displacement of only one housing unit: the existing residence at 304 Obispo Avenue. This would not constitute a substantial displacement of housing or people, and this impact would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

a.i, ii) Fire and police protection are provided by the Long Beach Fire Department (LBFD) and the Long Beach Police Department (LBPD). The proposed project does not include any new buildings or structures, but would convert an existing, although currently vacant, institutional use into 25 housing units. However, as discussed in Section XIII, *Population and Housing*, the project would not create a significant increase in population compared to projected growth. The project would therefore not significantly affect existing fire and police service ratios and response times or significantly increase the demand for fire and police protection services beyond that already planned. The proposed senior housing project would be built according to California Building Code (CBC) requirements. Additionally, the submitted plans would require review and approval from the City of Long Beach Building Department and all other required departments and agencies to ensure that fire and life safety regulations are met. Therefore, impacts would be **less than significant**.

a.iii, iv, v) The amount of residential development and employment opportunities created by the proposed project would not directly result in significant population increases or significantly increased demand for schools, parks, or other facilities, and this impact would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION --				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION --				
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?	☐	☐	☒	☐

a, b) As discussed in Section XIV, *Public Services,* the proposed project would not result in significant population growth or new employment opportunities that would result in significantly increased demand for, or increased use of, park or recreational facilities. Furthermore, the project does not propose any recreational facilities that could be used by the public. Therefore the project's impacts on recreational facilities would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC -- Would the Project:				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☒	☐

a, b) The proposed project involves the demolition of one single family residence at 304 Obispo Avenue and construction of a 12-space surface parking lot on that parcel, as well as conversion of the existing, currently vacant, Immanuel Community Church building to 24 units of independent low or very low income senior dwelling units, one manager's unit, and associated amenities. It would therefore lead to an increased number of vehicle trips associated with the increased level of residence and activity on the site as well as traffic generated during construction activities, both of which would have the potential to impacting the surrounding street system.

A Technical Memorandum providing analysis of the estimated trip generation and potential traffic impacts of the project was performed by Iteris, Inc. in August 2012 (Appendix B). It found that the project would generate approximately 91 daily trips, including 4 a.m. peak hour trips and 5 p.m. peak hour trips. This anticipated trip generation for the a.m. and p.m. peak hours is below the City's threshold requirements for a detailed traffic impact study, and no traffic related impacts are anticipated at roadways and intersections within the vicinity of the project. The project would therefore not conflict with an applicable congestion management program (CMP), or any other applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, because it would not alter level of service standards or other standards, including those established for CMP designated roads or highways. **No impact** would occur.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, given the fact that the project site is located approximately 2.75 miles southwest of the closest airport, Long Beach Municipal Airport, the project would not present any impediments to air traffic, and would therefore not affect air traffic patterns. Therefore, **no impact** would occur.

d) Site plans for the proposed project would be reviewed by the City to ensure that the project would not include any design features that could present traffic hazards. Vehicular access to the project site would be taken from Obispo Avenue, approximately in the location of the

existing driveway at 304 Obispo Avenue. Construction activity for the project may result in temporary impacts to surrounding streets such as Obispo Avenue and East 3rd Street for all users including drivers, bicyclists, and pedestrians. However, these impacts would be temporary in nature and would be **less than significant.**

e) The proposed project contains no features that would impair or result in inadequate emergency access. As stated above, the project may have temporary impacts on immediately surrounding streets, but no streets closures are anticipated, and emergency vehicles would continue to be able to access the project site and surrounding properties. The project would therefore have a **less than significant** impact on emergency access**.**

f) The proposed project would not directly result in changes to the public transportation system that would conflict with adopted policies plans or programs. There is currently no transit service along East 3rd Street or Obispo Avenue in the project area, but there are four transit routes located within a few blocks of the project site on East Broadway, 4th Street and Redondo Avenue. Additionally, as described in Section XIII, *Population and Housing*, no significant population increase would result from the project that would increase the burden on public transportation. As described above, construction of the project may have temporary impacts on immediately surrounding streets, but no transit lines travel along these streets. This impact would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the Project:				
e) 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?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

a, b, d, e) The proposed project does not include any new buildings or structures that would require connection to the existing sewer infrastructure but, because of the increase in the number of people that would be living on the project site, it would result in a small increase in the amount of water consumed and the amount of wastewater produced on the site. However, the site is already served by the City's existing water and sewer system. As discussed in Section XIII, *Population and Housing,* the project would not generate population growth exceeding projections, and would thus not create unanticipated demands on the City's water or wastewater systems. Thus, the project would not require new water sources or entitlements, exceed wastewater treatment requirements, exceed the capacity of the City's water or wastewater systems, or require the construction of new water or wastewater treatment facilities. These impacts would be **less than significant**.

c) As discussed in Section IX, *Hydrology and Water Quality,* the proposed project would not substantially change the amount of impervious surfaces on the project site, and the project would therefore not significantly increase the amount of runoff from the site. It would therefore not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and would have **no impact** in this regard.

f, g) Demolition materials, including asphalt and concrete, would be disposed of at either the Azusa Landfill or the Puente Hills Landfill. Azusa Landfill is a Class III landfill with 6,500 tons per day capacity that accepts inert waste and contaminated soil. Demolition materials containing any contaminated soils (if found onsite as described in Section VIII, *Hazards and Hazardous Materials*) would be disposed of at this landfill. All other demolition waste would be disposed of at the Puente Hills Landfill, which is a Class III landfill with 13,200 tons per day capacity. Asphalt and concrete demolition debris would likely be recycled at Hanson Aggregates, a local construction recycling facility in Long Beach (located approximately 9 miles

north of the site). Demolition materials would be a one-time deposit and the project would not be a continuous solid waste generator. Because any population and employment increase associated with the project is expected to fall within adopted projections (see Section XIII, *Population and Housing)*, operation of the project would not generate waste that would exceed the capacity of local landfills. Therefore, impacts related to solid waste would be **less than significant**.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
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?	☐	☐	☒	☐

a) As discussed in Section V, *Cultural Resources*, the project site does contain potentially historic structures that would be removed or altered by the proposed project. This impact is therefore **potentially significant**, and will be studied in the Cultural Resources section of the EIR. However, the project would be required to comply with standard procedures for assessment and preservation of subsurface resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains. Compliance with these regulations, which detail the appropriate actions necessary in the event human remains are encountered, would reduce impacts to these cultural resources to a **less than significant** level.

As discussed in Section IV, *Biological Resources*, the project area is located within an existing urbanized area that has been previously disturbed. The site lacks significant native vegetation that would provide a habitat for any unique, rare, or endangered plant or animal species. The site does not contain and is not adjacent to wetlands. Vegetation in the area is limited to ornamental street trees and other ornamental vegetation along local streets and on private property. The area is highly urbanized and there is no potential for adverse effects to wildlife resources or their habitat either directly or indirectly. There would be **no impact** related to biological resources.

b) The proposed project has potentially significant impacts related to aesthetics, cultural resources, and land use (associated with cultural resources), which could potentially contribute to cumulative impacts in the same areas. The project's **potentially significant** cumulative impacts will be studied in the EIR.

c) As analyzed in this Initial Study, the proposed project has potentially significant environmental effects in the areas of aesthetics, cultural resources, and land use (associated with cultural resources), but these environmental effects would not cause substantial adverse effects on human beings, either directly or indirectly. The project's impacts in this area are therefore **less than significant**.

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Appendix A to the Initial Study

Air Quality/Greenhouse Gas Emissions Modeling Results

Safran Senior Housing Project

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	12	Space
Apartments Low Rise	1	Dwelling Unit
Apartments Mid Rise	24	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	9	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Edits to this screen were made to reflect actual Project Description.

Construction Phase - Changes were made to reflect actual construction start date of October 2013, and to reflect a more realistic number of days to perform architectural coatings.

Demolition -

Vehicle Trips - Adjustments to Trip Rates were made to reflect the assumptions from the project's Traffic Study

Woodstoves - There are no fireplaces or wood stoves included in these apartments.

Area Mitigation - No hearths are included in the Project Description.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.08	0.54	0.40	0.00	0.01	0.04	0.05	0.00	0.04	0.04	0.00	63.65	63.65	0.01	0.00	63.78
2014	0.25	0.42	0.32	0.00	0.01	0.03	0.03	0.00	0.03	0.03	0.00	53.06	53.06	0.00	0.00	53.16
Total	**0.33**	**0.96**	**0.72**	**0.00**	**0.02**	**0.07**	**0.08**	**0.00**	**0.07**	**0.07**	**0.00**	**116.71**	**116.71**	**0.01**	**0.00**	**116.94**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	0.08	0.54	0.40	0.00	0.00	0.04	0.04	0.00	0.04	0.04	0.00	63.65	63.65	0.01	0.00	63.78
2014	0.25	0.42	0.32	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	53.06	53.06	0.00	0.00	53.16
Total	**0.33**	**0.96**	**0.72**	**0.00**	**0.00**	**0.07**	**0.07**	**0.00**	**0.07**	**0.07**	**0.00**	**116.71**	**116.71**	**0.01**	**0.00**	**116.94**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.25	0.01	0.55	0.00		0.00	0.03		0.00	0.03	2.66	15.93	18.59	0.01	0.00	18.88
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	45.24	45.24	0.00	0.00	45.52
Mobile	0.08	0.19	0.78	0.00	0.13	0.01	0.14	0.00	0.01	0.01	0.00	116.98	116.98	0.00	0.00	117.08
Waste						0.00	0.00		0.00	0.00	2.33	0.00	2.33	0.14	0.00	5.23
Water						0.00	0.00		0.00	0.00	0.00	9.51	9.51	0.05	0.00	10.99
Total	**0.33**	**0.22**	**1.34**	**0.00**	**0.13**	**0.01**	**0.17**	**0.00**	**0.01**	**0.04**	**4.99**	**187.66**	**192.65**	**0.20**	**0.00**	**197.70**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.16	0.00	0.39	0.00		0.00	0.00		0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.64
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	45.24	45.24	0.00	0.00	45.52
Mobile	0.08	0.19	0.78	0.00	0.13	0.01	0.14	0.00	0.01	0.01	0.00	116.98	116.98	0.00	0.00	117.08
Waste						0.00	0.00		0.00	0.00	2.33	0.00	2.33	0.14	0.00	5.23
Water						0.00	0.00		0.00	0.00	0.00	9.51	9.51	0.05	0.00	10.99
Total	**0.24**	**0.21**	**1.18**	**0.00**	**0.13**	**0.01**	**0.14**	**0.00**	**0.01**	**0.01**	**2.33**	**172.35**	**174.68**	**0.19**	**0.00**	**179.46**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	**0.01**	**0.07**	**0.05**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**6.69**	**6.69**	**0.00**	**0.00**	**6.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.65**	**0.65**	**0.00**	**0.00**	**0.65**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.01	0.07	0.05	0.00		0.01	0.01		0.01	0.01	0.00	6.69	6.69	0.00	0.00	6.71
Total	**0.01**	**0.07**	**0.05**	**0.00**	**0.00**	**0.01**	**0.01**	**0.00**	**0.01**	**0.01**	**0.00**	**6.69**	**6.69**	**0.00**	**0.00**	**6.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.65**	**0.65**	**0.00**	**0.00**	**0.65**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.00**	**0.02**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.64	0.64	0.00	0.00	0.64
Total	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.64**	**0.64**	**0.00**	**0.00**	**0.64**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.00**	**0.02**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.34	1.34	0.00	0.00	1.34
Total	**0.00**	**0.01**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.34**	**1.34**	**0.00**	**0.00**	**1.34**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.09**	**0.09**	**0.00**	**0.00**	**0.09**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.43	0.29	0.00		0.03	0.03		0.03	0.03	0.00	46.76	46.76	0.00	0.00	46.85
Total	**0.06**	**0.43**	**0.29**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**46.76**	**46.76**	**0.00**	**0.00**	**46.85**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	0.00	0.00	2.61
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.86	4.86	0.00	0.00	4.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**7.46**	**7.46**	**0.00**	**0.00**	**7.47**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.06	0.43	0.29	0.00		0.03	0.03		0.03	0.03	0.00	46.76	46.76	0.00	0.00	46.85
Total	**0.06**	**0.43**	**0.29**	**0.00**		**0.03**	**0.03**		**0.03**	**0.03**	**0.00**	**46.76**	**46.76**	**0.00**	**0.00**	**46.85**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.60	2.60	0.00	0.00	2.61
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.86	4.86	0.00	0.00	4.86
Total	**0.00**	**0.02**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**7.46**	**7.46**	**0.00**	**0.00**	**7.47**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.35	0.25	0.00		0.02	0.02		0.02	0.02	0.00	41.46	41.46	0.00	0.00	41.54
Total	**0.05**	**0.35**	**0.25**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.46**	**41.46**	**0.00**	**0.00**	**41.54**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.32	2.32	0.00	0.00	2.32
Worker	0.00	0.00	0.03	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	4.23	4.23	0.00	0.00	4.24
Total	**0.00**	**0.01**	**0.04**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**6.55**	**6.55**	**0.00**	**0.00**	**6.56**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.35	0.25	0.00		0.02	0.02		0.02	0.02	0.00	41.46	41.46	0.00	0.00	41.54
Total	**0.05**	**0.35**	**0.25**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**41.46**	**41.46**	**0.00**	**0.00**	**41.54**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.32	2.32	0.00	0.00	2.32
Worker	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.23	4.23	0.00	0.00	4.24
Total	**0.00**	**0.01**	**0.04**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**6.55**	**6.55**	**0.00**	**0.00**	**6.56**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.41
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.41**	**0.41**	**0.00**	**0.00**	**0.41**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.01	0.03	0.02	0.00		0.00	0.00		0.00	0.00	0.00	3.19	3.19	0.00	0.00	3.20
Paving	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.01**	**0.03**	**0.02**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**3.19**	**3.19**	**0.00**	**0.00**	**3.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.00	0.00	0.41
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.41**	**0.41**	**0.00**	**0.00**	**0.41**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.19**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.18**	**0.18**	**0.00**	**0.00**	**0.18**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.19					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00	0.00	1.28	1.28	0.00	0.00	1.28
Total	**0.19**	**0.01**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**1.28**	**1.28**	**0.00**	**0.00**	**1.28**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.18
Total	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.18**	**0.18**	**0.00**	**0.00**	**0.18**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.08	0.19	0.78	0.00	0.13	0.01	0.14	0.00	0.01	0.01	0.00	116.98	116.98	0.00	0.00	117.08
Unmitigated	0.08	0.19	0.78	0.00	0.13	0.01	0.14	0.00	0.01	0.01	0.00	116.98	116.98	0.00	0.00	117.08
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	6.65	6.39	5.86	18,461	18,461
Apartments Mid Rise	83.52	60.24	64.80	220,166	220,166
Parking Lot	0.00	0.00	0.00		
Total	90.17	66.63	70.66	238,627	238,627

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	10.80	7.30	7.50	40.20	19.20	40.60
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	25.31	25.31	0.00	0.00	25.46
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	25.31	25.31	0.00	0.00	25.46
NaturalGas Mitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.93	19.93	0.00	0.00	20.06
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.93	19.93	0.00	0.00	20.06
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	19199.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.02	1.02	0.00	0.00	1.03
Apartments Mid Rise	354350	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	18.91	18.91	0.00	0.00	19.02
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**19.93**	**19.93**	**0.00**	**0.00**	**20.05**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Low Rise	19199.5	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	1.02	1.02	0.00	0.00	1.03
Apartments Mid Rise	354350	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	18.91	18.91	0.00	0.00	19.02
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**19.93**	**19.93**	**0.00**	**0.00**	**20.05**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3560.29					1.04	0.00	0.00	1.04
Apartments Mid Rise	83440.8					24.27	0.00	0.00	24.42
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**25.31**	**0.00**	**0.00**	**25.46**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Low Rise	3560.29					1.04	0.00	0.00	1.04
Apartments Mid Rise	83440.8					24.27	0.00	0.00	24.42
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**25.31**	**0.00**	**0.00**	**25.46**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.16	0.00	0.39	0.00		0.00	0.00		0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.64
Unmitigated	0.25	0.01	0.55	0.00		0.00	0.03		0.00	0.03	2.66	15.93	18.59	0.01	0.00	18.88
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.13					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.08	0.00	0.16	0.00		0.00	0.02		0.00	0.02	2.66	15.31	17.96	0.01	0.00	18.25
Landscaping	0.01	0.00	0.39	0.00		0.00	0.00		0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.64
Total	**0.24**	**0.00**	**0.55**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**	**2.66**	**15.93**	**18.58**	**0.01**	**0.00**	**18.89**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.02					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.13					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.39	0.00		0.00	0.00		0.00	0.00	0.00	0.62	0.62	0.00	0.00	0.64
Total	**0.16**	**0.00**	**0.39**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.62**	**0.62**	**0.00**	**0.00**	**0.64**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					9.51	0.05	0.00	10.99
Unmitigated					9.51	0.05	0.00	10.99
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	0.065154 / 0.0410754					0.38	0.00	0.00	0.44
Apartments Mid Rise	1.5637 / 0.985809					9.13	0.05	0.00	10.55
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**9.51**	**0.05**	**0.00**	**10.99**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Low Rise	0.065154 / 0.0410754					0.38	0.00	0.00	0.44
Apartments Mid Rise	1.5637 / 0.985809					9.13	0.05	0.00	10.55
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**9.51**	**0.05**	**0.00**	**10.99**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					2.33	0.14	0.00	5.23
Unmitigated					2.33	0.14	0.00	5.23
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	0.46					0.09	0.01	0.00	0.21
Apartments Mid Rise	11.04					2.24	0.13	0.00	5.02
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**2.33**	**0.14**	**0.00**	**5.23**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Low Rise	0.46					0.09	0.01	0.00	0.21
Apartments Mid Rise	11.04					2.24	0.13	0.00	5.02
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**2.33**	**0.14**	**0.00**	**5.23**

9.0 Vegetation

Safran Senior Housing Project

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	12	Space
Apartments Low Rise	1	Dwelling Unit
Apartments Mid Rise	24	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	9	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Edits to this screen were made to reflect actual Project Description.

Construction Phase - Changes were made to reflect actual construction start date of October 2013, and to reflect a more realistic number of days to perform architectural coatings.

Demolition -

Vehicle Trips - Adjustments to Trip Rates were made to reflect the assumptions from the project's Traffic Study

Woodstoves - There are no fireplaces or wood stoves included in these apartments.

Area Mitigation - No hearths are included in the Project Description.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.37	17.09	12.45	0.02	0.88	1.07	1.93	0.42	1.07	1.46	0.00	2,268.60	0.00	0.21	0.00	2,273.04
2014	37.81	15.73	12.23	0.02	0.30	1.11	1.35	0.00	1.11	1.11	0.00	2,265.14	0.00	0.21	0.00	2,269.47
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.37	17.09	12.45	0.02	0.76	1.07	1.80	0.42	1.07	1.46	0.00	2,268.60	0.00	0.21	0.00	2,273.04
2014	37.81	15.73	12.23	0.02	0.01	1.11	1.12	0.00	1.11	1.11	0.00	2,265.14	0.00	0.21	0.00	2,269.47
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.56	0.15	10.41	0.02		0.00	1.33		0.00	1.33	176.42	453.76		0.70	0.01	648.27
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Mobile	0.46	1.09	4.63	0.01	0.85	0.05	0.90	0.01	0.04	0.05		798.98		0.03		799.62
Total	**4.03**	**1.33**	**15.08**	**0.03**	**0.85**	**0.05**	**2.24**	**0.01**	**0.04**	**1.39**	**176.42**	**1,373.14**		**0.73**	**0.01**	**1,569.03**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.90	0.03	2.14	0.00		0.00	0.01		0.00	0.01	0.00	3.76		0.00	0.00	3.84
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Mobile	0.46	1.09	4.63	0.01	0.85	0.05	0.90	0.01	0.04	0.05		798.98		0.03		799.62
Total	**1.37**	**1.21**	**6.81**	**0.01**	**0.85**	**0.05**	**0.92**	**0.01**	**0.04**	**0.07**	**0.00**	**923.14**		**0.03**	**0.00**	**924.60**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.11	0.00	0.11	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.11**	**1.04**	**1.15**	**0.00**	**1.04**	**1.04**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.27	0.14	0.00	0.12	0.01	0.13	0.00	0.01	0.01		41.58		0.00		41.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	**0.09**	**0.33**	**0.78**	**0.00**	**0.25**	**0.01**	**0.26**	**0.00**	**0.01**	**0.02**		**148.84**		**0.01**		**149.01**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.11	0.00	0.11	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.11**	**1.04**	**1.15**	**0.00**	**1.04**	**1.04**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.27	0.14	0.00	0.00	0.01	0.01	0.00	0.01	0.01		41.58		0.00		41.61
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.01		107.26		0.01		107.40
Total	**0.09**	**0.33**	**0.78**	**0.00**	**0.00**	**0.01**	**0.02**	**0.00**	**0.01**	**0.02**		**148.84**		**0.01**		**149.01**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.07	0.00	0.07	0.00	0.00	0.00		53.63		0.00		53.70
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.07**	**0.00**	**0.07**	**0.00**	**0.00**	**0.00**		**53.63**		**0.00**		**53.70**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00		53.63		0.00		53.70
Total	**0.03**	**0.03**	**0.32**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**53.63**		**0.00**		**53.70**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.13	0.00	0.13	0.00	0.00	0.01		107.26		0.01		107.40
Total	**0.06**	**0.06**	**0.64**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**107.26**		**0.01**		**107.40**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.64	0.00	0.00	0.00	0.01	0.00	0.00	0.01		107.26		0.01		107.40
Total	**0.06**	**0.06**	**0.64**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**107.26**		**0.01**		**107.40**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**		**1,945.40**		**0.20**		**1,949.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.67		0.00		108.73
Worker	0.11	0.11	1.29	0.00	0.26	0.01	0.27	0.00	0.01	0.01		214.53		0.01		214.79
Total	**0.17**	**0.76**	**1.69**	**0.00**	**0.30**	**0.03**	**0.33**	**0.00**	**0.03**	**0.03**		**323.20**		**0.01**		**323.52**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**	**0.00**	**1,945.40**		**0.20**		**1,949.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.65	0.40	0.00	0.00	0.02	0.03	0.00	0.02	0.02		108.67		0.00		108.73
Worker	0.11	0.11	1.29	0.00	0.01	0.01	0.02	0.00	0.01	0.01		214.53		0.01		214.79
Total	**0.17**	**0.76**	**1.69**	**0.00**	**0.01**	**0.03**	**0.05**	**0.00**	**0.03**	**0.03**		**323.20**		**0.01**		**323.52**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.10	0.10	1.19	0.00	0.26	0.01	0.27	0.00	0.01	0.01		210.80		0.01		211.05
Total	**0.15**	**0.70**	**1.55**	**0.00**	**0.30**	**0.03**	**0.33**	**0.00**	**0.03**	**0.03**		**319.74**		**0.01**		**320.04**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.05	0.60	0.36	0.00	0.00	0.02	0.02	0.00	0.02	0.02		108.94		0.00		108.99
Worker	0.10	0.10	1.19	0.00	0.01	0.01	0.02	0.00	0.01	0.01		210.80		0.01		211.05
Total	**0.15**	**0.70**	**1.55**	**0.00**	**0.01**	**0.03**	**0.04**	**0.00**	**0.03**	**0.03**		**319.74**		**0.01**		**320.04**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63
Paving	0.07					0.00	0.00		0.00	0.00						0.00
Total	**2.25**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**		**1,408.52**		**0.20**		**1,412.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.07	0.00	0.23	0.01	0.24	0.00	0.01	0.01		189.72		0.01		189.94
Total	**0.09**	**0.09**	**1.07**	**0.00**	**0.23**	**0.01**	**0.24**	**0.00**	**0.01**	**0.01**		**189.72**		**0.01**		**189.94**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10	0.00	1,408.52		0.20		1,412.63
Paving	0.07					0.00	0.00		0.00	0.00						0.00
Total	**2.25**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**	**0.00**	**1,408.52**		**0.20**		**1,412.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.07	0.00	0.01	0.01	0.02	0.00	0.01	0.01		189.72		0.01		189.94
Total	**0.09**	**0.09**	**1.07**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**		**189.72**		**0.01**		**189.94**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.34					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	**37.79**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**		**281.19**		**0.04**		**282.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.24	0.00	0.05	0.00	0.05	0.00	0.00	0.00		42.16		0.00		42.21
Total	**0.02**	**0.02**	**0.24**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**42.16**		**0.00**		**42.21**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.34					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	**37.79**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**	**0.00**	**281.19**		**0.04**		**282.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00		42.16		0.00		42.21
Total	**0.02**	**0.02**	**0.24**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**42.16**		**0.00**		**42.21**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.46	1.09	4.63	0.01	0.85	0.05	0.90	0.01	0.04	0.05		798.98		0.03		799.62
Unmitigated	0.46	1.09	4.63	0.01	0.85	0.05	0.90	0.01	0.04	0.05		798.98		0.03		799.62
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	6.65	6.39	5.86	18,461	18,461
Apartments Mid Rise	83.52	60.24	64.80	220,166	220,166
Parking Lot	0.00	0.00	0.00		
Total	90.17	66.63	70.66	238,627	238,627

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	10.80	7.30	7.50	40.20	19.20	40.60
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
NaturalGas Unmitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	52.6013	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		6.19		0.00	0.00	6.23
Apartments Mid Rise	970.822	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		114.21		0.00	0.00	114.91
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**120.40**		**0.00**	**0.00**	**121.14**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	0.0526013	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		6.19		0.00	0.00	6.23
Apartments Mid Rise	0.970822	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		114.21		0.00	0.00	114.91
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**120.40**		**0.00**	**0.00**	**121.14**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.90	0.03	2.14	0.00		0.00	0.01		0.00	0.01	0.00	3.76		0.00	0.00	3.84
Unmitigated	3.56	0.15	10.41	0.02		0.00	1.33		0.00	1.33	176.42	453.76		0.70	0.01	648.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.73					0.00	0.00		0.00	0.00						0.00
Hearth	2.66	0.12	8.28	0.02		0.00	1.32		0.00	1.32	176.42	450.00		0.70	0.01	644.43
Landscaping	0.07	0.03	2.14	0.00		0.00	0.01		0.00	0.01		3.76		0.00		3.84
Total	**3.56**	**0.15**	**10.42**	**0.02**		**0.00**	**1.33**		**0.00**	**1.33**	**176.42**	**453.76**		**0.70**	**0.01**	**648.27**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.73					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.07	0.03	2.14	0.00		0.00	0.01		0.00	0.01		3.76		0.00		3.84
Total	**0.90**	**0.03**	**2.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**3.76**		**0.00**	**0.00**	**3.84**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Safran Senior Housing Project

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Parking Lot	12	Space
Apartments Low Rise	1	Dwelling Unit
Apartments Mid Rise	24	Dwelling Unit

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Southern California Edison
Climate Zone	9	**Precipitation Freq (Days)**	31		

1.3 User Entered Comments

Project Characteristics -

Land Use - Edits to this screen were made to reflect actual Project Description.

Construction Phase - Changes were made to reflect actual construction start date of October 2013, and to reflect a more realistic number of days to perform architectural coatings.

Demolition -

Vehicle Trips - Adjustments to Trip Rates were made to reflect the assumptions from the project's Traffic Study

Woodstoves - There are no fireplaces or wood stoves included in these apartments.

Area Mitigation - No hearths are included in the Project Description.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.38	17.14	12.42	0.02	0.88	1.07	1.93	0.42	1.07	1.46	0.00	2,249.84	0.00	0.21	0.00	2,254.27
2014	37.81	15.77	12.20	0.02	0.30	1.11	1.35	0.00	1.11	1.11	0.00	2,246.64	0.00	0.21	0.00	2,250.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	2.38	17.14	12.42	0.02	0.76	1.07	1.80	0.42	1.07	1.46	0.00	2,249.84	0.00	0.21	0.00	2,254.27
2014	37.81	15.77	12.20	0.02	0.01	1.11	1.12	0.00	1.11	1.11	0.00	2,246.64	0.00	0.21	0.00	2,250.96
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.56	0.15	10.41	0.02		0.00	1.33		0.00	1.33	176.42	453.76		0.70	0.01	648.27
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Mobile	0.49	1.18	4.52	0.01	0.85	0.05	0.90	0.01	0.04	0.05		743.49		0.03		744.15
Total	**4.06**	**1.42**	**14.97**	**0.03**	**0.85**	**0.05**	**2.24**	**0.01**	**0.04**	**1.39**	**176.42**	**1,317.65**		**0.73**	**0.01**	**1,513.56**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.90	0.03	2.14	0.00		0.00	0.01		0.00	0.01	0.00	3.76		0.00	0.00	3.84
Energy	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Mobile	0.49	1.18	4.52	0.01	0.85	0.05	0.90	0.01	0.04	0.05		743.49		0.03		744.15
Total	**1.40**	**1.30**	**6.70**	**0.01**	**0.85**	**0.05**	**0.92**	**0.01**	**0.04**	**0.07**	**0.00**	**867.65**		**0.03**	**0.00**	**869.13**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.11	0.00	0.11	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.11**	**1.04**	**1.15**	**0.00**	**1.04**	**1.04**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.28	0.16	0.00	0.12	0.01	0.13	0.00	0.01	0.01		41.38		0.00		41.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
Total	**0.09**	**0.34**	**0.76**	**0.00**	**0.25**	**0.01**	**0.26**	**0.00**	**0.01**	**0.02**		**139.67**		**0.01**		**139.82**

3.2 Demolition - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.11	0.00	0.11	0.00	0.00	0.00						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.11**	**1.04**	**1.15**	**0.00**	**1.04**	**1.04**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.03	0.28	0.16	0.00	0.00	0.01	0.01	0.00	0.01	0.01		41.38		0.00		41.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.00	0.00	0.01	0.00	0.00	0.01		98.29		0.01		98.41
Total	**0.09**	**0.34**	**0.76**	**0.00**	**0.00**	**0.01**	**0.02**	**0.00**	**0.01**	**0.02**		**139.67**		**0.01**		**139.82**

3.3 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81		1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**		**1,402.64**		**0.15**		**1,405.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.30	0.00	0.07	0.00	0.07	0.00	0.00	0.00		49.14		0.00		49.21
Total	**0.03**	**0.03**	**0.30**	**0.00**	**0.07**	**0.00**	**0.07**	**0.00**	**0.00**	**0.00**		**49.14**		**0.00**		**49.21**

3.3 Site Preparation - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.53	0.00	0.53	0.00	0.00	0.00						0.00
Off-Road	1.72	12.58	8.68	0.01		0.81	0.81		0.81	0.81	0.00	1,402.64		0.15		1,405.88
Total	**1.72**	**12.58**	**8.68**	**0.01**	**0.53**	**0.81**	**1.34**	**0.00**	**0.81**	**0.81**	**0.00**	**1,402.64**		**0.15**		**1,405.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.03	0.03	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00		49.14		0.00		49.21
Total	**0.03**	**0.03**	**0.30**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**49.14**		**0.00**		**49.21**

3.4 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04		1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**		**1,476.12**		**0.18**		**1,479.88**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.13	0.00	0.13	0.00	0.00	0.01		98.29		0.01		98.41
Total	**0.06**	**0.06**	**0.60**	**0.00**	**0.13**	**0.00**	**0.13**	**0.00**	**0.00**	**0.01**		**98.29**		**0.01**		**98.41**

3.4 Grading - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.75	0.00	0.75	0.41	0.00	0.41						0.00
Off-Road	2.00	13.91	9.51	0.02		1.04	1.04		1.04	1.04	0.00	1,476.12		0.18		1,479.88
Total	**2.00**	**13.91**	**9.51**	**0.02**	**0.75**	**1.04**	**1.79**	**0.41**	**1.04**	**1.45**	**0.00**	**1,476.12**		**0.18**		**1,479.88**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.06	0.06	0.60	0.00	0.00	0.00	0.01	0.00	0.00	0.01		98.29		0.01		98.41
Total	**0.06**	**0.06**	**0.60**	**0.00**	**0.00**	**0.00**	**0.01**	**0.00**	**0.00**	**0.01**		**98.29**		**0.01**		**98.41**

3.5 Building Construction - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04		1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**		**1,945.40**		**0.20**		**1,949.52**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.68	0.45	0.00	0.04	0.02	0.06	0.00	0.02	0.02		107.86		0.00		107.93
Worker	0.12	0.13	1.21	0.00	0.26	0.01	0.27	0.00	0.01	0.01		196.57		0.01		196.82
Total	**0.18**	**0.81**	**1.66**	**0.00**	**0.30**	**0.03**	**0.33**	**0.00**	**0.03**	**0.03**		**304.43**		**0.01**		**304.75**

3.5 Building Construction - 2013

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.20	16.33	10.77	0.02		1.04	1.04		1.04	1.04	0.00	1,945.40		0.20		1,949.52
Total	**2.20**	**16.33**	**10.77**	**0.02**		**1.04**	**1.04**		**1.04**	**1.04**	**0.00**	**1,945.40**		**0.20**		**1,949.52**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.68	0.45	0.00	0.00	0.02	0.03	0.00	0.02	0.02		107.86		0.00		107.93
Worker	0.12	0.13	1.21	0.00	0.01	0.01	0.02	0.00	0.01	0.01		196.57		0.01		196.82
Total	**0.18**	**0.81**	**1.66**	**0.00**	**0.01**	**0.03**	**0.05**	**0.00**	**0.03**	**0.03**		**304.43**		**0.01**		**304.75**

3.5 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92		1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**		**1,945.40**		**0.18**		**1,949.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.62	0.41	0.00	0.04	0.02	0.06	0.00	0.02	0.02		108.11		0.00		108.17
Worker	0.11	0.12	1.11	0.00	0.26	0.01	0.27	0.00	0.01	0.01		193.13		0.01		193.36
Total	**0.17**	**0.74**	**1.52**	**0.00**	**0.30**	**0.03**	**0.33**	**0.00**	**0.03**	**0.03**		**301.24**		**0.01**		**301.53**

3.5 Building Construction - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.02	15.03	10.68	0.02		0.92	0.92		0.92	0.92	0.00	1,945.40		0.18		1,949.18
Total	**2.02**	**15.03**	**10.68**	**0.02**		**0.92**	**0.92**		**0.92**	**0.92**	**0.00**	**1,945.40**		**0.18**		**1,949.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.06	0.62	0.41	0.00	0.00	0.02	0.02	0.00	0.02	0.02		108.11		0.00		108.17
Worker	0.11	0.12	1.11	0.00	0.01	0.01	0.02	0.00	0.01	0.01		193.13		0.01		193.36
Total	**0.17**	**0.74**	**1.52**	**0.00**	**0.01**	**0.03**	**0.04**	**0.00**	**0.03**	**0.03**		**301.24**		**0.01**		**301.53**

3.6 Paving - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10		1,408.52		0.20		1,412.63
Paving	0.07					0.00	0.00		0.00	0.00						0.00
Total	**2.25**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**		**1,408.52**		**0.20**		**1,412.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.00	0.00	0.23	0.01	0.24	0.00	0.01	0.01		173.82		0.01		174.03
Total	**0.10**	**0.10**	**1.00**	**0.00**	**0.23**	**0.01**	**0.24**	**0.00**	**0.01**	**0.01**		**173.82**		**0.01**		**174.03**

3.6 Paving - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.18	13.77	9.69	0.02		1.10	1.10		1.10	1.10	0.00	1,408.52		0.20		1,412.63
Paving	0.07					0.00	0.00		0.00	0.00						0.00
Total	**2.25**	**13.77**	**9.69**	**0.02**		**1.10**	**1.10**		**1.10**	**1.10**	**0.00**	**1,408.52**		**0.20**		**1,412.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.10	0.10	1.00	0.00	0.01	0.01	0.02	0.00	0.01	0.01		173.82		0.01		174.03
Total	**0.10**	**0.10**	**1.00**	**0.00**	**0.01**	**0.01**	**0.02**	**0.00**	**0.01**	**0.01**		**173.82**		**0.01**		**174.03**

3.7 Architectural Coating - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.34					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24		281.19		0.04		282.03
Total	**37.79**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**		**281.19**		**0.04**		**282.03**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.22	0.00	0.05	0.00	0.05	0.00	0.00	0.00		38.63		0.00		38.67
Total	**0.02**	**0.02**	**0.22**	**0.00**	**0.05**	**0.00**	**0.05**	**0.00**	**0.00**	**0.00**		**38.63**		**0.00**		**38.67**

3.7 Architectural Coating - 2014

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.34					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.77	1.92	0.00		0.24	0.24		0.24	0.24	0.00	281.19		0.04		282.03
Total	**37.79**	**2.77**	**1.92**	**0.00**		**0.24**	**0.24**		**0.24**	**0.24**	**0.00**	**281.19**		**0.04**		**282.03**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.02	0.02	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00		38.63		0.00		38.67
Total	**0.02**	**0.02**	**0.22**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**		**38.63**		**0.00**		**38.67**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.49	1.18	4.52	0.01	0.85	0.05	0.90	0.01	0.04	0.05		743.49		0.03		744.15
Unmitigated	0.49	1.18	4.52	0.01	0.85	0.05	0.90	0.01	0.04	0.05		743.49		0.03		744.15
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	6.65	6.39	5.86	18,461	18,461
Apartments Mid Rise	83.52	60.24	64.80	220,166	220,166
Parking Lot	0.00	0.00	0.00		
Total	90.17	66.63	70.66	238,627	238,627

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Low Rise	10.80	7.30	7.50	40.20	19.20	40.60
Apartments Mid Rise	10.80	7.30	7.50	40.20	19.20	40.60

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
NaturalGas Unmitigated	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		120.40		0.00	0.00	121.14
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	52.6013	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		6.19		0.00	0.00	6.23
Apartments Mid Rise	970.822	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		114.21		0.00	0.00	114.91
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**120.40**		**0.00**	**0.00**	**121.14**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Low Rise	0.0526013	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		6.19		0.00	0.00	6.23
Apartments Mid Rise	0.970822	0.01	0.09	0.04	0.00		0.00	0.01		0.00	0.01		114.21		0.00	0.00	114.91
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.09**	**0.04**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**120.40**		**0.00**	**0.00**	**121.14**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.90	0.03	2.14	0.00		0.00	0.01		0.00	0.01	0.00	3.76		0.00	0.00	3.84
Unmitigated	3.56	0.15	10.41	0.02		0.00	1.33		0.00	1.33	176.42	453.76		0.70	0.01	648.27
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.73					0.00	0.00		0.00	0.00						0.00
Hearth	2.66	0.12	8.28	0.02		0.00	1.32		0.00	1.32	176.42	450.00		0.70	0.01	644.43
Landscaping	0.07	0.03	2.14	0.00		0.00	0.01		0.00	0.01		3.76		0.00		3.84
Total	**3.56**	**0.15**	**10.42**	**0.02**		**0.00**	**1.33**		**0.00**	**1.33**	**176.42**	**453.76**		**0.70**	**0.01**	**648.27**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.10					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.73					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	0.00
Landscaping	0.07	0.03	2.14	0.00		0.00	0.01		0.00	0.01		3.76		0.00		3.84
Total	**0.90**	**0.03**	**2.14**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**	**0.00**	**3.76**		**0.00**	**0.00**	**3.84**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions Long Beach Safran Senior Housing Project

From CalEEMod Vehicle Fleet Mix Output:

Annual VMT: 238,627

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	48.6%	0.04	0.01944	0.04	0.01944
Light Truck < 3750 lbs	10.9%	0.05	0.00545	0.06	0.00654
Light Truck 3751-5750 lbs	21.8%	0.05	0.0109	0.06	0.01308
Med Truck 5751-8500 lbs	9.6%	0.12	0.01152	0.2	0.0192
Lite-Heavy Truck 8501-10,000 lbs	1.7%	0.12	0.00204	0.2	0.0034
Lite-Heavy Truck 10,001-14,000 lbs	0.7%	0.09	0.00063	0.125	0.000875
Med-Heavy Truck 14,001-33,000 lbs	1.0%	0.06	0.0006	0.05	0.0005
Heavy-Heavy Truck 33,001-60,000 lbs	0.9%	0.06	0.00054	0.05	0.00045
Other Bus	0.1%	0.06	0.00006	0.05	0.00005
Urban Bus	0.1%	0.06	0.00006	0.05	0.00005
Motorcycle	3.5%	0.09	0.00315	0.01	0.00035
School Bus	0.1%	0.06	0.00006	0.05	0.00005
Motor Home	1.0%	0.09	0.0009	0.125	0.00125
Total	**100.0%**		**0.05535**		**0.065235**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.0156	metric tons N2O	**5**	metric tons CO2e
		Project Total:	***5***	***metric tons CO2e***

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

Appendix B to the Initial Study

Traffic Technical Memorandum

Technical Memorandum

To:	Joe Power, Greg Martin; Rincon Consulting	**From:**	Janet Harvey, Iteris
Date:	September 10, 2012	**Job Number:**	17-J12-1782
Re:	Safran Senior Housing Project, Long Beach, CA		

This technical memorandum provides transportation technical support for the environmental documentation for the Safran Senior Housing Project in Long Beach, CA.

The Proposed Project (Project) involves the conversion of an existing church building into a low income senior housing project, with 24 independent dwelling units, and one manager's unit. Parking will be provided via a 12-space parking lot that would be constructed on an adjacent parcel. The existing church building is vacant, and has no active land uses. The Project is located at the northeast corner of East 3rd Street and Obispo Avenue in the City of Long Beach.

Project Setting

The Project is located at the northeast corner of East 3rd Street and Obispo Avenue, and parking for the Project will be accessed from Obispo Avenue, just north of East 3rd Street. In this area, East 3rd Street is classified as a Collector Street in the City of Long Beach General Plan, and Obispo Avenue is classified as a local street. The nearest Major roadway is Redondo Avenue, a north-south facility located east of the project site.

Neither East 3rd Street nor Obispo Avenue is shown as a bicycle facility on the City's Bicycle Master Plan. However, a block south of the Project, Vista Street contains an east-west Bike Boulevard which runs from Temple Avenue to Nieto Avenue. The nearest north-south bicycle facility is a Class II Bicycle Route located on Junipero Avenue.

There is curbside parking available in the Project area. There are no parking restrictions, other than street sweeping and the parking of oversized vehicles. Adjacent to the project site, there are a total of approximately 11-12 on-street parking spaces adjacent to the existing building. Sidewalks currently exist along both sides of the street in the Project vicinity. Due to the proximity of Mann Elementary School, there are several marked pedestrian crosswalks, the closet being at the intersection of East 3rd Street and Obispo Avenue.

There is currently no transit service along East 3rd Street in the project area. There are four (4) transit routes located within a few blocks of the Project on East Broadway, 4th Street and Redondo Avenue.

- Along East Broadway, there are two transit routes, Routes 111 and 112.
    - Route 111 begins at the downtown Transit Gallery, travels east on East Broadway, then north on Ximeno Avenue and Lakewood Boulevard to the Lakewood Regional Medical Center. Weekday peak hour headways are approximately 30 minutes, and Saturday/Sunday/Holiday service is available. Route 111 also stops at the Long Beach Airport.

- Similar to Route 111, Route 112 begins at the downtown Transit Gallery and ends at the Lakewood Regional Medical Center, but instead of Lakewood Boulevard, this route takes Clark Avenue north to Del Amo Boulevard. This service alternates times with Route 111, with 30 minute headways for Route 112 in the weekday peak hours. Overall, service is provided every 15 minutes between the two routes. Route 112 also has Saturday/Sunday/Holiday service available.

- East 4th Street is served by Route 151. This route, in the Project vicinity, goes from the Colorado Lagoon, then westerly along East 4th Street, to the downtown Transit Gallery, then continues westerly to Golden Avenue near Golden Park. This service has 20 minute headways in the weekday peak hours, and Saturday/Sunday/Holiday service is available.

- Redondo Avenue is served by Route 131. This route runs between the Alamitos Bay Landing and the Wardlow Metro Station via 2nd Street/Ocean Boulevard, Redondo Avenue, Spring Street and Wardlow Road. Weekday peak hour headways are approximately every 40 minutes. There is limited Saturday/Sunday/Holiday service available on Route 131.

Project Trip Generation

Trip generation for the Proposed Project was calculated for the AM and PM peak hours, as well as daily. In order for a conservative analysis, the trip generation consists of 25 Senior Attached Housing Units, and 1 Apartment Unit for the Manager.

Table 1 – Trip Generation Estimates

Land Use	Size		ITE Code		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Senior Adult Housing - Attached	24	DU	220	*rate*	*3.48*	*0.05*	*0.08*	*0.13*	*0.10*	*0.06*	*0.16*
				trips	84	1	2	3	2	2	4
Apartment (Manager)	1	DU	220	*rate*	*6.65*	*0.10*	*0.41*	*0.51*	*0.40*	*0.22*	*0.62*
				trips	7	0	1	1	1	0	1
TOTAL					**91**	**1**	**3**	**4**	**3**	**2**	**5**

Notes:
Source - ITE Trip Generation 8th Edition
DU = Dwelling Unit

As shown in Table 1, the Project is estimated to generate a total of 91 daily trips, of which there would be 4 AM peak hour trips, and 5 PM peak hour trips. This anticipated trip generation for the AM and PM peak hours is below the City's threshold requirements for a detailed traffic impact study, and no traffic related impacts are anticipated at roadways and intersections within the vicinity of the Project.

The project trips would tend to use Collector streets rather than local roadways, therefore a majority (approximately 80% or more) of the Project trips would be expected to use East 3rd Street. Some traffic may use Obispo Avenue for north-south access, but it would be expected that a majority of north-south traffic would use larger streets such as Redondo Avenue or Temple Avenue.

Project Parking

Parking for the project will be provided in a 12-space parking lot on an adjacent parcel. City of Long Beach Zoning Code section 21.41.216 identifies the number of spaces required for each use. This project consists of 24 low income senior dwelling units plus a manger's unit, for a total of 25 units.

Table 41-1B of the Zoning Code section states that low rent senior citizen units require 1 space for each 2 bedrooms. However, a footnote states The Planning Commission may further reduce the parking standards to 1 space per 3 bedrooms if it finds that the neighborhoods in which the facility is proposed has ample, readily available on-street parking or is well-served by public transportation and a concentration of senior services.

The zoning code requires a total of 13 parking spaces for the project, and only 12 are proposed; however, there is ample on-street parking adjacent to the building. Therefore, the Planning Commission will need to approve the reduction in on-site parking from 13 to 12, with the utilization of on-street parking for the one required parking space.

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Redondo Ave DATE: 7/10/2008 LOCATION: City of Long Beach

E-W STREET: 3rd St DAY: THURSDAY PROJECT# 08-2323-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	139	1	3	68	6	29	16	3	3	16	10	299
7:15 AM	5	153	0	3	90	20	38	19	5	4	18	18	373
7:30 AM	5	179	2	10	110	15	34	22	7	2	18	14	418
7:45 AM	5	176	1	20	152	20	32	14	4	6	37	6	473
8:00 AM	7	179	2	8	122	18	22	14	5	4	26	13	420
8:15 AM	4	214	1	12	112	25	25	15	7	9	25	15	464
8:30 AM	6	181	8	8	144	12	36	20	8	10	14	13	460
8:45 AM	10	210	3	14	134	15	21	13	9	5	15	29	478
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 47	NT 1431	NR 18	SL 78	ST 932	SR 131	EL 237	ET 133	ER 48	WL 43	WT 169	WR 118	TOTAL 3385

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	27	784	14	42	512	70	104	62	29	28	80	70	1822
PEAK HR. FACTOR:		0.925			0.951			0.762			0.908		0.953

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Redondo Ave DATE: 7/10/2008 LOCATION: City of Long Beach

E-W STREET: 3rd St DAY: THURSDAY PROJECT# 08-2323-018

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	162	6	9	177	13	17	25	13	8	13	9	458
4:15 PM	8	176	6	24	226	22	21	21	9	2	34	9	558
4:30 PM	3	157	2	16	157	20	21	14	4	4	26	15	439
4:45 PM	8	184	4	21	202	28	29	30	9	6	28	22	571
5:00 PM	6	231	4	17	198	10	35	43	6	2	46	11	609
5:15 PM	11	157	3	22	205	26	48	44	6	5	24	21	572
5:30 PM	11	192	4	19	174	15	37	42	11	10	28	10	553
5:45 PM	4	176	4	15	233	27	32	33	11	6	29	6	576
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	57	1435	33	143	1572	161	240	252	69	43	228	103	4336

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	32	756	15	73	810	78	152	162	34	23	127	48	2310
PEAK HR. FACTOR:		0.833			0.874			0.888			0.839		0.948

CONTROL: Signalized

Appendix C to the Initial Study

Noise Modeling Results

East 3rd Street between Obispo and Coronado, existing
* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	570.0
Average automobile speed (mph):	25.0
Medium truck volume (v/h):	5.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	5.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	5.0
Average Motorcycle speed (mph):	25.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

East 3rd Street between Obispo and Coronado, existing

Distance from center of 12-ft wide, single lane roadway (ft):	32.8
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.7

East 3rd Street between Obispo and Coronado, existing plus project

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	574.0
Average automobile speed (mph):	25.0
Medium truck volume (v/h):	5.0
Average medium truck speed (mph):	25.0
Heavy truck volume (v/h):	5.0
Average heavy truck speed (mph):	25.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	5.0
Average Motorcycle speed (mph):	25.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

East 3rd Street between Obispo and Coronado, existing plus project

Distance from center of 12-ft wide, single lane roadway (ft):	32.8
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	60.8

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 W. Ocean Blvd. Long Beach, CA 90802 (562) 570-6458 - FAX (562) 570-6068

NOTICE OF PREPARATION

TO: Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, Section 15082(a) of the California Code of Regulations

Pursuant to Public Resources Code Section 21165 and the Guidelines for the California Environmental Quality Act (CEQA) Section 15050, the City of Long Beach is the Lead Agency responsible for preparation of an Environmental Impact Report (EIR) addressing potential impacts associated with the project identified below.

AGENCIES: The purpose of this notice is to serve as a Notice of Preparation (NOP) of an EIR pursuant to the State CEQA Guidelines Section 15082, and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project. Specifically, the City of Long Beach requests input on the environmental information that is germane to your agency's statutory responsibility in connection with the proposed project. Your agency may rely on the Draft EIR prepared by the City when considering permits or other approvals for this project.

ORGANIZATIONS AND INTERESTED PARTIES: The City of Long Beach requests your comments and concerns regarding the proposed scope and content of the environmental information to be included in the EIR.

PROJECT TITLE: Safran Senior Housing Project

PROJECT LOCATION: 3215 E. 3rd Street and 304 Obispo Avenue

PROJECT DESCRIPTION: The proposed project involves conversion of the building that formerly housed the Immanuel Community Church, located at 3215 E. 3rd Street, into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manager's unit and associated amenities/common areas in 31,006 square feet of floor area. The project also involves demolition of the existing single-family home and detached garage, located at 304 Obispo Avenue, for construction of a surface parking lot to serve this project. Both properties are located in the Bluff Heights Historic District of Long Beach.

PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT: Based on the findings of the Initial Study, the proposed project could have potentially significant impacts on the following environmental factors:

Aesthetics
Cultural/Historic Resources
Land Use/Planning
Noise

PUBLIC REVIEW PERIOD: This NOP is available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15082(b). The public review and comment period during which the City of Long Beach will receive comments on the NOP for this proposed project is:

Beginning: Thursday, September 13, 2012 **Ending:** Friday, October 12, 2012

THE NOP AND INITIAL STUDY ARE AVAILABLE FOR PUBLIC REVIEW AT THE FOLLOWING LOCATIONS:

City Hall, 333 W. Ocean Boulevard, 5th Floor
Long Beach Main Library, 101 Pacific Avenue
Online at: www.lbds.info/planning/environmental_planning/environmental_reports.asp

RESPONSES AND COMMENTS: Please list a contact person for your agency or organization, include U.S. mail and email addresses, and send your comments to:

Craig Chalfant
Planning Bureau, Development Services Department
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Or via email to: craig.chalfant@longbeach.gov

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

September 13, 2012

To: Reviewing Agencies

Re: Safran Senior Housing Project
SCH# 2012091026

Attached for your review and comment is the Notice of Preparation (NOP) for the Safran Senior Housing Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Craig Chalfant
City of Long Beach, Development Services/Planning Bureau
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2012091026
Project Title Safran Senior Housing Project
Lead Agency Long Beach, City of

Type NOP Notice of Preparation

Description The proposed project would involve conversion of the building that formerly housed the Immanuel Community Church, located at 3215 East 3rd Street, into a senior housing project consisting of 24 independent low or very low income senior dwelling units, one manger's unit and associated amenities/common areas in 31,006 sf. It would also involve demolition of the existing single family home and detached garage and construction of a small parking lot serving the project on the adjoining parcel at 304 Obispo Avenue. Vehicular access to the senior housing project would be from Obispo Avenue into the proposed parking lot (or to street parking on East 3rd Street, Obispo Avenue, or other local streets), while pedestrian access would be from East 3rd Street, Obispo Avenue, and the proposed parking lot on the north side of the building.

Lead Agency Contact

Name Craig Chalfant
Agency City of Long Beach, Development Services/Planning Bureau
Phone (562) 570-6368 **Fax**
email
Address 333 W. Ocean Boulevard, 5th Floor
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets East 3rd Street and Obispo Avenue
Lat / Long 33° 46' 5" N / 118° 09' 15" W
Parcel No. 7257-020-025 & 7257-020-022
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 1, 19, 22
Airports No
Railways
Waterways Alamitos Bay, Los Cerritos Channel, Pacific Ocean
Schools Horace Mann; Fremont...
Land Use Vacant church, single family home
Z: Two-Family Residential; GPD: Mixed Style Homes

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 09/13/2012 ***Start of Review*** 09/13/2012 ***End of Review*** 10/12/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: LOS ANGELES SCH# 2012091026

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [x] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Dan Foster
- [ ] Central Valley Flood Protection Board
  James Herota
- [x] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [x] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Jeffery Worth
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [x] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Gary Arnold
- [ ] Caltrans, District 4
  Erik Alm
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [x] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- [ ] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

- [ ] _____
  Conservancy

Last Updated 8/14/2012

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

September 26, 2012

Mr. Craig Chalfant, Planner
City of Long Beach Development Services Department, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Re: SCH#2012091026; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR); for the "**Safran Senior Housing Project;**" located in the City of Long Beach; Los Angeles County, California

Dear Mr. Chalfant:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC recommends that the lead agency request that the NAHC do a Sacred Lands File search as part of the careful planning for the proposed project.

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites.

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a).

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
September 26, 2012

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino Tongva Nation
Sam Dunlap, Cultural Resources Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
3094 Mace Avenue, Apt. B Gabrielino
Costa Mesa, , CA 92626
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva
,
tattnlaw@gmail.com
310-570-6567

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
(619) 294-6660-work
(310) 428-5690 - cell
(310) 587-0170 - FAX
bacuna1@gabrieinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Pk East #1500 Gabrielino
Los Angeles , CA 90067
lcandelaria1@gabrielinoTribe.org
626-676-1184- cell
(310) 587-0170 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012091026; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Safran Senior Housing Project; located in the City of Long Beach; Los Angeles County, California.

Native American Contacts
Los Angeles County
September 26, 2012

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabrielino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2012091026; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the Safran Senior Housing Project; located in the City of Long Beach; Los Angeles County, California.

LONG BEACH
HERITAGE

POST OFFICE BOX 92521 LONG BEACH CA 90809
562.493.7019 LBHERITAGE.ORG

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EXECUTIVE DIRECTOR

MARY KAY NOTTAGE

September 27, 2012

Mr. Craig Chalfant
Planning Bureau, Development Services Department
City of Long Beach
333 W. Ocean Boulevard, 5th floor
Long Beach, CA 90802

Subject: **RESPONSE TO INITIAL STUDY FOR SAFRAN SENIOR HOUSING PROJECT Draft Environmental Impact Report/September 2012**

Long Beach Heritage concurs that the conversion of the church (originally the Immanuel Baptist Church) at 300 Obispo Avenue/3215 East Third Street into senior citizens' housing units is a good example of adaptive reuse. However, we believe that the Craftsman home directly to the north at 304 Obispo Avenue should not be demolished because it also has historic value. Like the church, it is a contributing structure in the Bluff Heights Historic District. Although it has suffered some alterations, this bungalow (built in 1920/22) should be moved, rather than razed, to another site where it can be restored.

In April 1921 the *Southwest Builder and Contractor* stated that W. Horace Austin, the "dean of Long Beach architects," was preparing plans for the Immanuel Baptist Church at the corner of Obispo and Eliot Street (now Third). It would have brick construction and enameled brick facing, measure approximately 100'x135', and have an auditorium seating 900 parishioners. In February 1922 a permit was issued for $80,000 and J. D. Sherer was the contractor. The building was damaged in the 1933 earthquake and required around $20,000 in repairs that were completed in 1934. According to the *Press-Telegram*, a new pipe organ was installed in 1938 to commemorate the 25th anniversary of the church. In August 1953 Long Beach architect James R. Friend removed the canopy behind the chancel, installed another organ, and constructed new plaster curtain walls in this area. Seven years later in November 1960 a non-bearing interior partition was removed and replaced by a new one. The exterior was renovated in

August 1968 according to the plans of Francis G. Merchant, another local architect. The walls were plastered and both the west (Obispo) and south (Third) entrances were altered, as were the window sills. New planters, railings, and fire escapes were added and the sidewalks were replaced.

Although the brick exterior walls of Immanuel Lutheran Church have been stuccoed and painted, the building still retains most of its character defining Romanesque Revival elements. These include twin towers with triple blind arches above long, narrow arched stained glass windows, a rose window in the gable, and three more large arches supported by round columns projecting in front of the entrance on Obispo Avenue. In typical Romanesque style, all of these arches have round heads. The monumental columns stand on bases and have leafy art stone capitals. Long Beach Heritage believes that all of these architectural details should be preserved in the future development of the Safran Senior Housing Project.

Sincerely,

Melinda Roney

Melinda Roney, President
Long Beach Heritage

Contact person:
Louise Ivers
1837 E. 6th Street
Long Beach, CA 90802
livers@csudh.edu

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON CHAN
Chief Engineer and General Manager

October 10, 2012

Ref. File No: 2359327

Mr. Craig Chalfant
Development Services Department
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

Safran Senior Housing Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on September 14, 2012. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Anaheim Street Trunk Sewer, located in Orange Avenue at 11th Street. This 36-inch diameter trunk sewer has a design capacity of 19.7 million gallons per day (mgd) and conveyed a peak flow of 4.8 mgd when last measured in 2008.

2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 265.4 mgd.

3. The expected increase in average wastewater flow from the project site is 3,030 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

4. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, Will Serve Program, and click on the appropriate link. For more specific

information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Chan

Adriana Raza

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR: ar

From: John Thomas <jthomas@dslextreme.com>
To: "craig.chalfant@longbeach.gov" <craig.chalfant@longbeach.gov>
Cc: John Thomas <jthomas@dslextreme.com>
Date: 10/12/2012 09:06 AM
Subject: NOP for Safran Senior Housing Project

On behalf of the Bluff Heights Neighborhood Association (BHNA), Please accept this email as comments regarding the NOP for the project noted above.

The BHNA is very supportive of the proposed adaptive reuse of the former Immanuel Community Church at 3215 East Third Street. The reuse target occupancy as a senior housing project appears to be a perfect match for our neighborhood which will reduce negative impacts from other potential uses including noise, traffic and other negative environmental impacts.

We encourage the reuse of the church with very little alterations to the exterior of the building allowing the existing character defining features to remain intact. We understand that some changes to the building exterior may be necessary and look forward to final renderings and any mitigation methods in accordance with the Secretary Of Interior Standards to present the building in its original form.

We understand that the disposition of the SFR at 304 Opispo is in question. The required site is slated to support the adaptive reuse project as a parking lot. The house is noted as a contributor to our Historic District and while the house has been altered, we encourage the developer to relocate the home rather than demolition. We are committed to assist the developer in seeking creative approaches regarding the home including site locations within Long Beach.

We understand that the next phase of the entitlement process will be the EIR which well examine alternate projects and approaches including mitigation measures dealing with both the exterior alterations of the church and the disposition of the Opispo home.

Respectfully submitted,
John Thomas
President
Bluff Heights Neighborhood Assocation

Sent from my iPad

Appendix B to the Final EIR

Historic Resources Report

Historic Resources Report
304 Obispo Avenue and 3215 E. 3rd Street
Long Beach, CA

2 October 2012

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Executive Summary

This report was prepared for the purpose of assisting the City of Long Beach in their compliance with the California Environmental Quality Act (CEQA) as it relates to historic resources, in connection with the proposed conversion of an existing 31,006 square foot church building constructed in 1923 into a senior housing project. The project also includes the demolition of a single family residence constructed circa 1920 on an adjacent parcel for a 12-space parking lot. [Figure 1]

This report assesses the historical and architectural significance of potentially significant historic properties in accordance with the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) Criteria for Evaluation, and City of Long Beach Landmark criteria. A determination will be made as to whether adverse environmental impacts on historic resources, as defined by CEQA and the CEQA Guidelines, may occur as a consequence of the proposed project, and recommend the adoption of mitigation measures, as appropriate.

This report was prepared by San Buenaventura Research Associates of Santa Paula, California, Judy Triem, Historian; and Mitch Stone, Preservation Planner, for Rincon Consultants, Inc., and is based on a field investigation and research conducted in September, 2012. The conclusions contained herein represent the professional opinions of San Buenaventura Research Associates, and are based on the factual data available at the time of its preparation, the application of the appropriate local, state and federal regulations, and best professional practices.

Summary of Findings

The proposed project was found to have the potential for significance and adverse impacts on two historic resources located on the project site (Class II). Mitigation measures have been proposed to reduce these impacts. The residual impacts after mitigation were found to be less than significant.

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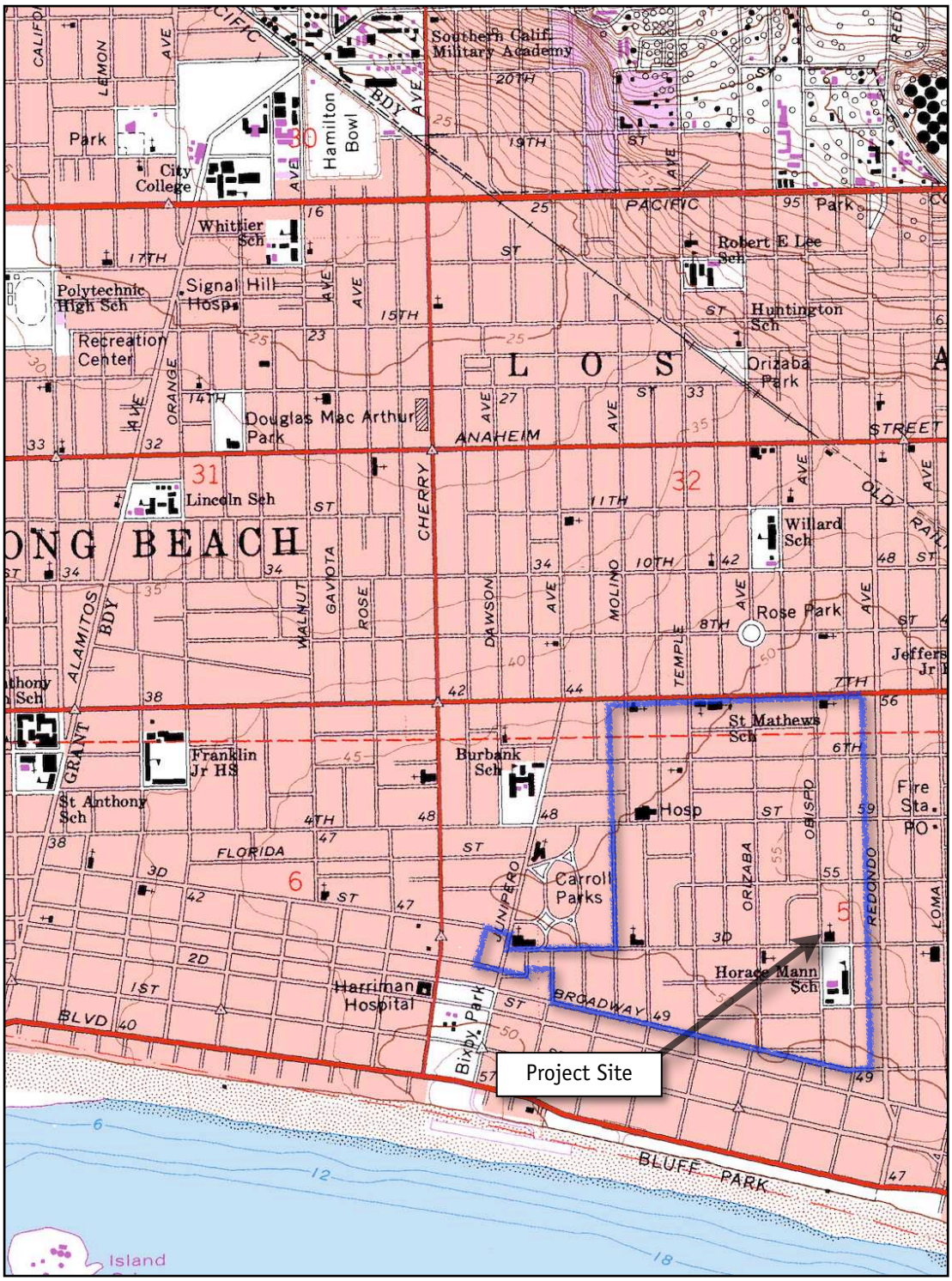

Figure 1. Project Location and Approximate Boundaries of Bluff Heights Historic District [Source: USGS 7.5′ Quadrangle, Long Beach, CA 1964]

1. Administrative Setting

The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties "listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources." A resource is eligible for listing on the California Register of Historical Resources if it meets any of the criteria for listing, which are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

By definition, the California Register of Historical Resources (CRHR) also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," (NRHP) and certain specified State Historical Landmarks. The majority of "formal determinations" of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to a lack of owner consent.

The criteria for determining eligibility for listing on the NRHP have been developed by the National Park Service. Eligible properties include districts, sites, buildings and structures,

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
B. That are associated with the lives of persons significant in our past; or
C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. That have yielded, or may be likely to yield, information important in prehistory or history.

According to the NRHP standards, in order for a property which is found to significant under one or more of the criteria to be considered eligible for listing, the "essential physical features" which define the property's significance must be present. The standard for determining if a property's essential physical features exist is known as *integrity*, which is defined as "the ability of a property to convey its significance." The integrity evaluation is broken down into seven "aspects."

The seven aspects of integrity are: *Location* (the place where the historic property was constructed or the place where the historic event occurred); *Design* (the combination of elements that create the form, plan, space, structure, and style of a property); *Setting* (the physical environment of a historic property); *Materials* (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); *Workmanship* (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); *Feeling* (a property's expression of the aesthetic or historic sense of a particular period of time), and; *Association* (the direct link between an important historic event or person and a historic property).

The relevant aspects of integrity depend upon the NRHP criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of

location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship. The California Register regulations include similar language with regard to integrity, but also state that "it is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register." Further, according to the NRHP guidelines, the integrity of a property must be evaluated at the time the evaluation of eligibility is conducted. Integrity assessments cannot be based on speculation with respect to historic fabric and architectural elements which may exist but are not visible to the evaluator, or on restorations which are theoretically possible but which have not occurred. (CCR §4852 (c))

The minimum age criterion for the NRHP and the CRHR is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as "exceptional," as defined by the NRHP procedures, or in terms of the CRHR, "if it can be demonstrated that sufficient time has passed to understand its historical importance" (Chapter 11, Title 14, §4842(d)(2))

Historic resources as defined by CEQA also includes properties listed in "local registers" of historic properties. A "local register of historic resources" is broadly defined in §5020.1 (k) of the Public Resources Code, as "a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution." Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with State Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are "presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant." (PRC §§ 5024.1, 21804.1, 15064.5)

Long Beach Landmark Criteria

According to §2.63.050 of the Long Beach Municipal Code (Criteria for designation of landmarks and landmark districts), a cultural resource may be recommended for designation as a landmark or landmark district if it manifests one of the following criteria:

A. It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state or the nation; or

B. It is the site of a historic event with a significant place in history; or

C. It is associated with the life of a person or persons significant to the community, city, region or nation; or

D. It portrays the environment in an era of history characterized by a distinctive architectural style; or

E. It embodies those distinguishing characteristics of an architectural type or engineering specimen; or

F. It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region; or

G. It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation or

H. It is a part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif; or

I. It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic; or

J. It is, or has been, a valuable information source important to the prehistory or history of the city, the southern California region or the state; or

K. It is one of the few remaining examples in the city, region, state or nation possessing distinguishing characteristics of an architectural or historical type; or

L. In the case of the designation of a tree(s) based on historic significance, that the tree(s) is (are) associated with individuals, places and/or events that are deemed significant based on their importance to national, state and community history; or

M. In the case of the designation of a tree(s) based on cultural contribution, that the tree(s) is (are) associated with a particular event or adds (add) significant aesthetic or cultural contribution to the community. (ORD-09-003, Sec. 1, 2 009; ORD-05-0026 § 1, 2005; Ord. C-6961 § 1 (part), 1992).

2. Impact Thresholds and Mitigation

According to the Public Resources Code, "a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment." The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, "demolition, destruction, relocation, or alterations," such that the significance of an historical resource would be impaired. For purposes of NRHP eligibility, reductions in a property's integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts. (PRC §21084.1, §5020.1(6))

Further, according to the CEQA Guidelines, "an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant." (§15064.5(b)(2))

Per CEQA Guidelines 15064.5(b)(4), the lead agency is responsible for the identification of "potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource." The specified methodology for determining if impacts are mitigated to less than significant levels are the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

3. Historical Setting

General Historical Context

The present city of Long Beach is located on a portion of the 300,000 acres of land granted to Manuel Nieto by the Spanish colonial government in 1784. This tract would subsequently be divided into five smaller land grants, including Rancho Los Alamitos and Rancho Cerritos, on which Long Beach would later be established.

The former was purchased in 1840 by real estate speculator and cattleman Abel Stearns, who was in the process of amassing one of the largest land-holdings in Southern California, known collectively as Stearn's Ranchos. Rancho Los Alamitos was purchased in 1843 by Los Angeles merchant John Temple. Both Stearns and Temple became victims of the prolonged droughts of the early 1860s, eventually selling the two ranchos to Jotham Bixby.

The first effort to develop the ranchos was attempted by William E. Wilmor, in 1880, on a portion of the Bixby landholdings. He called his townsite the "American Colony" or "Willmore City." Willmore was a few years too early to benefit from the enormous railroad-inspired Southern California land boom of the late 1880s, and was undercapitalized. His efforts failed, but Willmore's 1882 subdivision formed the precursor to modern Long Beach. The townsite was purchased in 1884 by the Long Beach Land and Water Company, which began making significant improvements, including the construction of a wharf and hotel, and connecting the town to the Southern Pacific Railroad's Wilmington branch. The elements for growth now in place, the expansion was explosive, especially after the opening of a Pacific Electric line to the city in 1902. Long Beach, which had become one of the region's premier seaside resorts, was incorporated as a city in 1908.

The city began to take on a more commercial and industrial character with the construction of harbor facilities, beginning with the relocation of the Craig Shipbuilding Company to Long Beach in 1907. The Port of Long Beach continued to expand as oceanfront lands were reclaimed, particularly after the discovery of major oil fields at nearby Signal Hill in 1921. The 1920s would be a defining decade for Long Beach, as it expanded rapidly on the twin pillars of tourism and commerce, emerging as a city rivaling Los Angeles for regional stature and importance.

The devastating 1933 Long Beach earthquake was a major setback for Long Beach, particularly coming as it did at the nadir of the Great Depression. The city's fortunes would return fairly quickly, however, with the continued development of local oil resources during the 1930s, and the establishment of the Long Beach Navy Base and Shipyard in 1940. Growth continued to be driven in the postwar period by the waterfront and Cold War defense industries.

Site-Specific Context

The present Bluff Heights neighborhood was originally developed in 1886 by John W. Bixby as the community of Alamitos Beach. Located approximately two miles east of Long Beach, it was only sparsely developed by the turn of the century. The area grew rapidly with a series of re-subdivisions after 1902, the year when interurban streetcar service was extended to Long Beach. The Bluff Heights area was absorbed by the city in 1905 and participated fully in the vast building boom that ensued, particularly after 1910. The rapid growth of the area is reflected by the construction of the Horace Mann Elementary School in 1914.

The project site is located in a portion of the neighborhood subdivided in 1904 as the Densmore Tract, covering the blocks bounded by Obispo Avenue on the west, Loma Avenue on the east, Fourth Street on the north, and Eliot Street (now, E. 3rd Street) on the south. Roughly the western half of this tract, including the project site, is located within the Bluff Heights Historic District. Although predominantly developed before 1920, the neighborhood continued to fill in during the 1920s and afterwards. Consequently, a wide variety of domestic and institutional architectural styles are represented.

The single family character of the neighborhood began to change in the postwar period, as the demand for housing led to the construction of apartment buildings, often replacing single family homes. An effort to preserve the historic character of the neighborhood was advanced first by downzoning, and then in 2004, with

the establishment of the Bluff Heights Historic District. The district is comprised of over 600 contributing properties, mainly single family residences constructed between 1910 and 1920.

4. Potential Historic Resources

Previously Identified Historic Resources

This project area is located within the Bluff Heights Historic District, designated by ordinance in 2004. This designation was likely supported by a comprehensive survey of properties within the boundaries of the district, but the available documentation for this survey is incomplete. The district map [Figure 2] indicates that six parcel classifications resulted from the survey: Altered Craftsman, Craftsman, Non-contributing, Prairie/Mediterranean, Victorian/Other, and Vacant. Although it is not explicitly stated in any available material, it can be surmised that all properties except those defined as "Non-contributing" and "Vacant" were found to contribute to the district. The district ordinance (Ordinance No. C-7937) also provides for standards of review for new construction and alterations within the district. Letter reports prepared for the two properties in February 2012 found both to be contributors to the Bluff Heights Historic District. (Galvin Preservation Associates, 2012)

3215 E. 3rd Street. The Immanuel Baptist Church building is two stories in height, not including the partially above-ground basement, and occupies four parcels at the northeastern corner of 3rd Street and Obispo Avenue. The western Obispo Avenue elevation features the main entry, located off the corner and organized in three, arched bays flanked by square towers. The bays are two stories in height and defined by large engaged Corinthian columns. Three pairs of double entry doors with transoms above are set within the bays above a platform stepped back from the sidewalk. Arched multi-paned windows are located above the doors and within the bays. A rosette vent is centered on the gable end above. The gabled roof is medium-pitched with shallow, coved eaves. The towers are characterized by tall, inset, arched niches and a tripartite blind arcade above, defined by small Corinthian columns. The tower roofs feature bracketing under the shallow eaves.

The building's nearly symmetrical southern elevation is organized as a central mass covered by a shed roof, flanked by two slightly projecting gable-roofed wings. The wings feature four two-story inset arched bays separated by engaged Corinthian columns. The bays feature pairs of multi-paned wood casement windows at the ground and second-story levels, with multi-paned transoms above the windows on the ground floor. Abstract relief panels are located in the bays between the windows. The parapeted gable ends feature arched relief under the very shallow cornice line. Rosette vents are centered within the gable ends. The central mass features bands of windows matching the treatment within the flanking bays. Centered on this elevation is a second-story projecting bay with a gable roof and three deeply inset arched windows. A minor entry door is located off-center to the east.

Windows on the western and southern elevations are mainly multi-pane wood frame fixed or casements with white and orange slag glass lights. Stained glass windows face non-street elevations. The roof covering is Spanish tile. The building's cornerstone appears to have been covered or removed. [Photos 1-5]

The organization of the Immanuel Baptist Church congregation began with the meeting of a prayer group in an East Long Beach home in 1912, leading to the chartering of the church the following year with 64 members. It became the second Baptist congregation in Long Beach, following the First Baptist Church, which was organized in 1893. Construction of a church for the congregation started later that year with the assistance of the First Baptist Church, and was completed in 1913. This one-story building occupied the northern half of the site covered by the church building as it exists today. This building was either replaced or fully incorpo-

Figure 2. Bluff Heights Historic District, with Project Location Indicated [Source: City of Long Beach]

rated into a larger church, with sanctuary seating for 1,000 congregants. Completed in 1923, the new church was designed by Long Beach architect W. Horace Austin.

As constructed, the two-story church featured a decorative brick and marble-clad exterior. The building was damaged in the 1933 Long Beach Earthquake and repaired. Little is currently known about the extent of the damage other than it required the congregation to find temporary quarters during the repairs for perhaps a year or more. The specific alterations to the building that may have occurred with these repairs, if any, are unknown. A substantial interior alteration occurred in 1953, with the installation of a massive, ten-ton Aoelian-Skinner pipe organ in the sanctuary. The current exterior stucco coating appears to have been applied during a major building renovation in 1969. A building permit issued in that year refers to sandblasting and stucco, and the replacement of windows. The aluminum frame windows seen on a portion of the southern elevation may have replaced wood casement windows at this time. The main entry doors on the western elevation are also non-original.

In term of architectural style, this building's original brick and marble-clad exterior probably suggested the Italian Renaissance Revival style, as characterized by the repeated motif of deeply-set window bays defined by engaged classical columns and the use of Romanesque arches. References to the Mission Revival style can be seen in the towers flanking the main entry, although it reads more definitely of this style now than it likely did before 1969, the year when the building was apparently clad in stucco. Today this building appears more nearly Spanish Revival or Mission Revival in style than when it was constructed. This property is assigned to the "Victorian/Other" classification on the Bluff Heights Historic District map.

W. Horace Austin, AIA

William Horace Austin was born in Kansas in 1881, moving to Long Beach with his family in 1895. He began his association with architecture working in the building trades, and later was educated in architecture at the University of Pennsylvania, although he apparently returned to California without obtaining a full degree. During the course of his career, Austin became one of the city's most prolific commercial and institutional architects. His many design credits in Long Beach include the Farmers and Merchants Bank (1921), City National Bank (1921), the Long Beach Press-Telegram Building (1924), Long Beach Junior College (1929), Adelaide Techenor Hospital School clinic (1937), and numerous reconstructions and remodeling projects after the 1933 earthquake.

Outside of Long Beach, he designed the Seal Beach City Hall (1929), the Compton Middle School (1929), Compton Grammar School (1930), the Santa Ana Masonic Hall (1930), the Bowers Memorial Museum in Santa Ana (1930, with Frank Landsdown), and the San Pedro Post Office/Federal Building (1934-36, with Gordon Kaufmann). Collaborating with Los Angeles architect John C. Austin (apparently unrelated) he designed the Citrus Union High School (1921), Woodrow Wilson School in Long Beach (1925 with Austin and Frederick Ashley), and the Riverside Junior High School (1925 with Austin and Frederick Ashley). He died in Long Beach in 1942.

304 Obispo Avenue. This single family residence is one story in height and roughly rectangular in plan. It features a front-facing gable roof with exposed rafter tails projecting from under moderately deep eaves. A full-front raised porch is located under an inset gable roof supported by truncated columns set atop square piers. The essentially symmetrical western street elevation consists of a centered entry door flanked by wide windows. Both are surrounded by wide, wood casings featuring angled, exposed lintels. The paneled entry door is contemporary and the windows on this elevation are aluminum frame, apparently within original window openings. The street elevation is clad with medium-width lap siding. All of the secondary elevations ap-

pear to be clad in stucco and windows on these elevations are mainly aluminum frame. The columns and piers are also stucco-clad. [Photos 6, 7]

This residence was constructed circa 1920 as a parsonage for the adjacent Immanuel Baptist Church, and was used for this purpose into the mid-1920s. The first known resident was Rev. William H. Galbraith, the first pastor of the Immanuel Baptist Church, and his wife Christina. By the mid-1920s it was occupied by the church caretaker but by the late 1920s was rented. The first of the known renters was Stephen O. Larson and his wife Naomi. He owned a meat market in Long Beach called Larson's Quality Market. By 1930 the residence was occupied by Burton J. Shirey, along with his wife Lillian and their three children. They were also renters, presumably from the church. Shirey ran the service department for an automobile dealer during the 1930s but by the time of his death in 1960 was working as an aircraft mechanic.

Shirey and family were replaced as the renters of the property around 1934 by Charles P. Boudreaux, his wife Ruth, their two children, and Ruth's mother, Annie Smith. He apparently worked as a fireman and engineer on a tugboat, most likely at Long Beach Harbor. During the 1940s he worked for the U.S. Navy, probably as a civilian. The family built a home elsewhere in Long Beach in late 1947. The property owner listed on a building permit dated 1935 is Security First National Bank, suggesting that by this time the church had sold the property and it had been foreclosed by the bank. Other known occupants of the property during the 1940s and 1950s were Floyd C. Williams, a printer; Stanley Dunn (occupation unknown); and Kenneth Woods, a machinist for Douglas Aircraft.

The architectural style of this residence is California Bungalow as it was commonly constructed in its later stages after World War I, when the style became abstracted and reduced to gable roof forms with open eaves and full-front porches, but had otherwise been stripped of much of the deliberately expressed structural detailing that had characterized the earlier phases of the style. This property is assigned to the "Altered Craftsman" category on the Bluff Heights Historic District map.

5. Eligibility of Historic Resources

National and California Registers: Significance and Eligibility

3215 E. 3rd Street. This property does not appear to be eligible for listing under NRHP Criterion A or CRHR Criterion 1 (associations with historic events). While it is associated with the historical theme of the development of the Bluff Heights district of Long Beach, it appears to be only generally associated with this theme, and represents no known, notable role in this theme. The property does not appear to be eligible for listing under NRHP Criterion B or CRHR Criterion 2 (associations with historically significant individuals). This property does not appear to be eligible for listing under NRHP Criterion C or CRHR Criterion 3 (an example of a type, period, or method of construction or association with a master designer). Although it was designed by W. Horace Austin, one of the more important architects in Long Beach during this time period, the building's architectural style and appearance have been altered substantially, to the extent that it is no longer representative of his work.

304 Obispo Avenue. This property does not appear to be eligible for listing under NRHP Criterion A or CRHR Criterion 1 (associations with historic events). While it is associated with the historical theme of the development of the Bluff Heights district of Long Beach, it appears to be only generally associated with this themes, and represents no known, notable role in these theme. The property does not appear to be eligible for listing under NRHP Criterion B or CRHR Criterion 2 (associations with historically significant individuals). Of the known owners or occupants of the property for whom any substantive biographical information was found,

none appear to have made a significant contribution towards the historical development of the state, nation or community. This property does not appear to be eligible for listing under NRHP Criterion C or CRHR Criterion 3 (an example of a type, period, or method of construction or association with a master designer). It is a typical example of a common architectural style, of which numerous and more fully-realized and more intact examples can be found in Long Beach.

NRHP Criterion D and CRHR Criterion 4 pertain to archeological resources and consequently have not been evaluated in this report.

Local Significance and Eligibility

The implication of the available data from the Bluff Heights Historic District listing is that both properties should be regarded as contributors to the district. In terms of individual eligibility for City Landmark designation, the criteria for designation in general are functionally similar to the NRHP and CRHR criteria, with some notable exceptions. In particular, Criterion I permits the designation of a property that "represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic." The City Landmark ordinance does not contain explicit integrity criteria. It appears that 3215 E. 3rd Street, due to its mass and substantial presence in the neighborhood, may qualify for individual listing under this criterion. The property at 304 Obispo Avenue does not appear to be eligible for designation under any City of Long Beach criteria.

Conclusions

The property at 3215 E. 3rd Street is a contributor to a designated historic district and may be individually eligible for City Landmark designation. Therefore, it should be regarded as a historic resource for purposes of CEQA. The property at 304 Obispo Avenue is a contributor to a designated historic district. Therefore, it should be regarded as a historic resource for purposes of CEQA.

6. Project Impacts

A. The project will result in the demolition of the single family residence located at 304 Obispo Avenue, and the construction of a surface parking lot on the property. This property is located within a designated historic district, and appears to be a contributor to the historic district. Due to the size of the district, the loss of one contributing property would not result in the district becoming ineligible. However, the loss of this property as a contributor would constitute a slight reduction to the design integrity of the landmark district. This impact is significant and adverse, but mitigable to a less than significant level through mitigation.

B. The project will result in alterations to the property at 3215 E. 3rd Street to accommodate its adaptive reuse as senior housing. The project plans call the infilling of some window and door openings, the creation of new door and window openings, the replacement of doors in existing openings, the replacement of the stained glass and slag glass windows with new windows units with clear glazing, and the installation of rooftop heating and ventilating equipment. The result of this activity may be a loss of design integrity sufficient to cause the property to become a non-contributor to the landmark district or ineligible for individual landmark designation. This impact is significant and adverse, but mitigable to a less than significant level through mitigation.

7. Mitigation Measures and Residual Impacts

Background

A principle of environmental impact mitigation is that some measure or combination of measures may, if incorporated into a project, serve to avoid or reduce significant and adverse impacts to a historic resource. In reference to mitigating impacts on historic resources, the CEQA Guidelines state:

> Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant. (PRC §15126.4 (b)(1))

These standards, developed by the National Park Service, represent design guidelines for carrying out historic preservation, restoration and rehabilitation projects. The Secretary's Standards and the supporting literature describe historic preservation principles and techniques, and offers recommended means for carrying them out. Adhering to the Standards is the only method described within CEQA for presumptively reducing project impacts on historic resources to less than significant and adverse levels.

The demolition of an historic property cannot be seen as conforming with the *Secretary of the Interior's Standards*. Therefore, the absolute loss of an historic property should generally be regarded as an adverse environmental impact which cannot be mitigated to a less than significant and adverse level. Further, the usefulness of documentation of an historic resource, through photographs and measured drawings, as mitigation for its demolition, is limited by the CEQA Guidelines, which state:

> In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur. (CEQA Guidelines §15126.4 (b)(2))

Implied by this language is the existence of circumstances whereby documentation may mitigate the impact of demolition to a less than significant level. However, the conditions under which this might be said to have occurred are not described in the Guidelines. It is also noteworthy that the existing CEQA case law does not appear to support the concept that the loss of an historic resource can be mitigated to less than adverse impact levels by means of documentation or commemoration. (*League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland* [1997] 52 Cal. App. 4th 896; *Architectural Heritage Association v. County of Monterey* [2004] 19 Cal. Rptr. 3d 469)

Taken in their totality, the CEQA Guidelines require a project which will have potentially adverse impacts on historic resources to conform to the *Secretary of the Interior's Standard*s, in order for the impacts to be mitigated to below significant and adverse levels. However, CEQA also mandates the adoption of feasible mitigation measures which will reduce adverse impacts, even if the residual impacts after mitigation remain significant. Means other than the application of the Standards would necessarily be required to achieve this level of mitigation. In determining what type of additional mitigation measures would reduce impacts to the greatest extent feasible, best professional practice dictates considering the level of eligibility of the property, as well as by what means it derives its significance.

Mitigation programs for impacts on historic resources tend to fall into three broad categories: documentation, design and interpretation. Documentation techniques involve the recordation of the site according to accepted professional standards, such that the data will be available to future researchers, or for future restoration efforts. Design measures could potentially include direct or indirect architectural references to a lost historic property, e.g., the incorporation of historic artifacts, into the new development, or the relocation of the historic property to another suitable site. Interpretative measures could include commemorating a significant historic event or the property's connection to historically significant themes.

Project Mitigation

The relocation of buildings subject to demolition is not typically regarded as feasible mitigation, unless a relocation site has been identified prior to impact analysis, and the relocation is made a part of the project description. With the implementation of the following measures, the residual impacts of this project will be less than significant:

A. In consultation with the Planning Bureau of the Long Beach Development Services Department, a historic preservation professional qualified in accordance with the *Secretary of the Interior's Standards* shall be selected to complete a Documentation Report on the property at 304 Obispo Avenue. The property shall be documented with archival quality photographs of a type and format approved by the City of Long Beach. This documentation, along with historical background for this property, shall be submitted to an appropriate repository approved by the City of Long Beach. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.

B. The proposed alterations to the Emmanuel Baptist Church at 3215 E. 3rd Street shall be subject to the issuance of a Certificate of Appropriateness by the City of Long Beach Cultural Heritage Commission, which shall find that the proposed alterations conform to the *Secretary of the Interior's Standards* prior to the issuance of the Certificate of Appropriateness. All provisions of Ordinance C-7937, "An Ordinance of the City Council of the City of Long Beach Designating the Bluff Heights Historic Landmark District," particularly with respect to retaining and preserving all original architectural materials and design features, shall apply to this review.

8. Selected Sources

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Photo 1. 3215 E. 3rd Street, western and southern elevations. [9-26-2012]

Photo 2. 3215 E. 3rd Street, western elevation. [9-26-2012]

Photo 3. 3215 E. 3rd Street, southern elevation. [9-26-2012]

Photo 4. 3215 E. 3rd Street, northern elevation. [9-26-2012]

Photo 5. 3215 E. 3rd Street, eastern elevation. [9-26-2012]

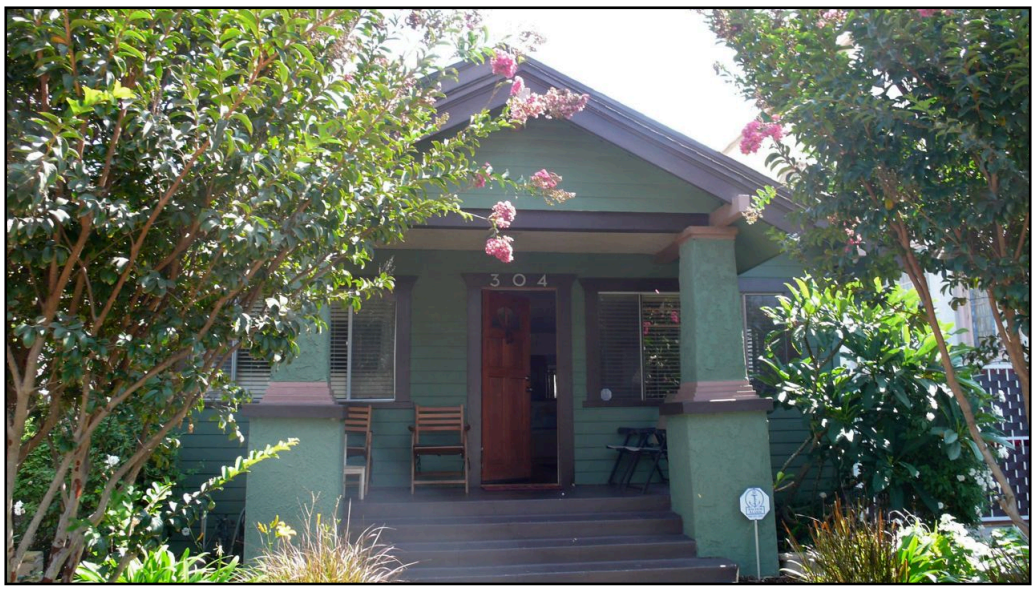

Photo 6. 302 Obispo Avenue, western elevation. [9-26-2012]

Photo 7. 302 Obispo Avenue, northern elevation. [9-26-2012]

Photo 8. 300 block of Obispo Avenue, eastern side, looking south. [9-26-2012]

Photo 9. 3245 E. 3rd Street (property immediately east of 3215 E. 3rd Street). [9-26-2012]

Photo 10. 312 Obispo Avenue (property immediately north of 304 Obispo Avenue). [9-26-2012]

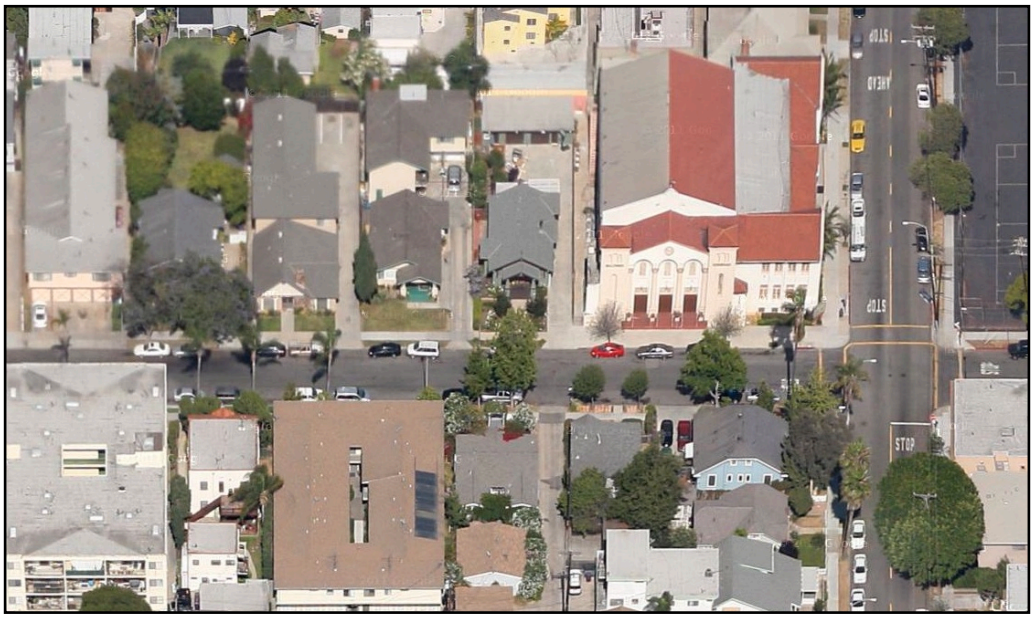

Photo 11. Project site, oblique aerial view, from west. (Source: Google Maps)

Appendix C to the Final EIR

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of a monitoring and reporting program for the mitigation measures necessary to mitigate or avoid significant effects on the environment. The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Initial Study or EIR that applies to the proposed project, specifications are made herein that identify the action required and the monitoring that must occur. In addition, the party for verifying compliance with individual mitigation measures is identified.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
CULTURAL RESOURCES							
Mitigation Measure CR-1(a): 304 Obispo Avenue Documentation Report. In consultation with the Planning Bureau of the Long Beach Development Services Department, a historic preservation professional qualified in accordance with the Secretary of the Interior's Standards shall be selected to complete a Documentation Report on the property at 304 Obispo Avenue. The property shall be documented with archival quality photographs of a type and format approved by the City of Long Beach. This documentation, along with historical background for this property, shall be submitted to an appropriate repository approved by the City of Long Beach. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.	Review and approval of Documentation Report for property at 304 Obispo Avenue.	Prior to issuance of demolition permits.	Once prior to issuance of demolition permits.	LBDS			
Mitigation Measure CR-1(b): Immanuel Community Church Certificate of Appropriateness. The proposed alterations to the former Immanuel Community Church building at 3215 E. 3rd Street shall be subject to the issuance of a Certificate of Appropriateness by the City of Long Beach Cultural Heritage Commission, which shall find that the proposed alterations conform to the *Secretary of the Interior's Standards* prior to the issuance of the Certificate of Appropriateness. All provisions of Ordinance C-7937, "An Ordinance of the City Council of the City of Long Beach Designating the Bluff Heights Historic Landmark District," particularly with respect to retaining and preserving all original architectural materials and design features, shall apply to this review.	Review of proposed alterations to the former Immanuel Community Church building and issuance of a Certificate of Appropriateness subject to required findings.	Prior to issuance of building permits for property at 3215 E. 3rd Street.	Once prior to issuance of building permits for property at 3215 E. 3rd Street.	LBCHC			
NOISE							
Mitigation Measure N-1: Heavy Truck Restriction/Haul Routes. The construction contractor shall prohibit heavy trucks from driving on either Obispo Avenue or Coronado Avenue south of East 3rd Street. Heavy trucks include all cargo vehicles with three or more axles, generally with gross vehicle weight greater than 26,400 lbs. The preferred haul route for demolition and construction materials shall be East 3rd Street to Redondo Avenue to the nearest major arterial or freeway.	Field verification that construction contractor is enforcing compliance with mitigation measure.	During any project-related demolition or construction activities at the project site.	Periodically throughout project-related demolition or construction activities at the project site.	LBDS, OCM			

Key: **LBCHC – City of Long Beach Cultural Heritage Commission**
LBDS – City of Long Beach Development Services Department
OCM – Onsite Construction Manager