

Baseline Road Single-Family Residential and Annexation Project City of La Verne Draft Initial Study/ Mitigated Negative Declaration



Prepared For:

**City of La Verne
3660 "D" Street
La Verne, CA 91750**

Prepared By:

**EcoTierra Consulting, Inc.
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INITIAL STUDY

City of La Verne California

1. **PROJECT TITLE:** Baseline Road Single-Family Residential and Annexation Tentative Tract Map 82001 Project
2. **LEAD AGENCY NAME AND ADDRESS:** City of La Verne; 3660 "D" Street; La Verne, CA 91750
3. **CONTACT PERSON AND TELEPHONE:** Candice Bowcock, Principal Planner; (909) 596-8706
4. **PROJECT LOCATION:** The approximately 19.44-acre site is located north of W. Baseline Road, west of Broken Spur Road, in the West Claremont area of unincorporated Los Angeles County (Project Site). The Project Site encompasses Assessor Parcel Number 8666-006-035 and is bounded by undeveloped land in the City of La Verne to the north, W. Baseline Road to the south, Broken Spur Road and undeveloped land to the east, and the current City of La Verne boundary to the west. Local access to the Project Site is provided by W. Baseline Road, and regional access is provided by the Foothill Freeway (State Route (SR) 210), approximately 0.25-mile to the south. See Figure 1 – Regional and Project Vicinity Location Map, Figure 2 – Aerial Photograph of Project Site, and Figure 3 – Existing Views of the Project Site.
5. **PROJECT SPONSOR NAME AND ADDRESS:** Ramzy Fakhoury, 203 Rebecca Drive, San Dimas, CA 91773
6. **EXISTING GENERAL PLAN DESIGNATION:** Light Agriculture (County of Los Angeles)
7. **PROPOSED GENERAL PLAN DESIGNATION:** Hillside Residential (0 to 2 dwelling units per acre) (City of La Verne)
8. **EXISTING ZONING:** A-1-15000 (County of Los Angeles)
9. **PROPOSED ZONING:** PR 3D – Planned Residential 3 D.U. per Acre Detached (City of La Verne)

10. PROJECT DESCRIPTION:

The proposed Baseline Road Single-Family Residential and Annexation Project (Project) would annex an approximately 19.44-acre undeveloped parcel in the West Claremont portion of unincorporated Los Angeles County into the City of La Verne (City) and the development of seven single-family dwelling units and associated infrastructure. The Project Site is located outside of the City boundaries but is located within the City's Sphere of Influence, which designated the area as Hillside Residential. Due to the existing topography of the site, combined with the City limitations regarding hillside development, only the southern portion of the Project Site would be developed. See **Figure 4, Proposed City Annexation.**

Approximately, 5.59 acres (243,720 square feet) of the parcel would be subdivided into 7 lots, each containing a single-family dwelling unit and attached garage; an additional 8th lot (approximately 2.66 acres) would be designated as a debris basin, and a 9th lot comprising approximately 10.75 acres would be dedicated to open space. See Figure 5, Proposed Development Plan, and Figure 6, Open Space Plan.

The dwelling units would range in size from 4,563 square feet to 7,628 square feet, with a total of 35,430 square feet of new development (28,651 square-feet of livable space¹). Lot 1 through Lot 4 would each contain a 4-bedroom, 4.5-bathroom 4,563 square-foot dwelling unit with attached 3-car garage (Floor Plan B). Lot 5 and Lot 6 would each contain a 4-bedroom, 4.5-bathroom 4,774 square-foot dwelling unit with attached 3-car garage (Floor Plan A). The dwelling unit at Lot 7 would contain 6 bedrooms, 6.5 bathrooms, and a 3-car garage (Floor Plan C).

A summary of the Project development is provided on **Table 1, Project Development Summary.** See **Figures 7 through 13,** below, for floor plans and elevations.

¹ *Livable space does not include square-footage associated with garages or porches.*

Table 1
Project Development Summary

Lot	Size (sf)	Dwelling Unit Development Summary		
		Total Size (sf)	Livable Space (sf)	Footprint (sf)
Lot 1	10,335	4,563	3,638	2,798
Lot 2	10,099	4,563	3,638	2,798
Lot 3	10,091	4,563	3,638	2,798
Lot 4	10,079	4,563	3,638	2,798
Lot 5	13,585	4,774	4,042	2,840
Lot 6	37,408	4,774	4,042	2,840
Lot 7	152,123	7,628	6,013	4,515
Total	243,720	35,430	28,651	--
<i>sf = square-feet</i>				
<i>Source: Land Design Consultants, Inc., June 10, 2020.</i>				

Access to the proposed dwelling units would be provided from two new paved roadway segments and paved driveways totaling 1.1-acre, including, a 350-foot road extending north from Baseline Road and terminating in a cul-de-sac; a 200-foot road extending west from Broken Spur Road; a 150-foot driveway parallel to Baseline Road and intersecting with the 350-foot road; and a driveway leading to the debris basin. (See **Figure 14, Development Calculations**).

Construction activities would include grading and other Site preparation work, dwelling unit construction, installation of associated utilities, and construction and paving of roadway segments and driveways. Grading and soil stabilization would occur at the location of the proposed dwelling units, the slopes surrounding the dwelling units, and in the locations of the proposed roadway segments and driveways for a total of 4.6 acres, including the location of the proposed debris basin. In accordance with the fuel modification requirements of the City of La Verne and Los Angeles County Fire Departments, vegetation within 200 feet of buildings (a total of 3.7 acres would be removed). Grading and other Project Site preparation work is anticipated to begin in October 2021 and be completed by April 2022. Home construction is anticipated to begin in April 2022 and be completed by April 2023.

11. SURROUNDING LAND USES AND SETTING:

The Project Site is located within an area of unincorporated eastern Los Angeles County. The rectangular-shaped Project Site is comprised of one

parcel that has remained undeveloped. Topographically, the Project Site is located in a hillside area and steeply slopes from south to north. Elevations in the northern portion of the Site exceed 1,400 feet above mean sea level (amsl); however, elevations within the area of proposed residential development vary from approximately 1,205 to 1,345 feet amsl.²

The Project Site is located entirely within the San Dimas/San Antonio Wash Los Angeles County Significant Ecological Area (SEA). On-site vegetation consists of six plant communities, including, Deer Weed Scrub (5.90 acres), Laurel Sumac Scrub (4.16 acres), Canyon Live Oak Forest (3.94 acres), Coast Prickly Pear Scrub (2.71 acres), Eucalyptus Groves (0.61 acre), and Disturbed (2.01-acres).³ There are 119 ordinance-sized significant trees located on the Site, including 89 coast live oaks, 6 Scrub oaks, 24 California sycamores, and 1 Southern California black walnut.⁴

Urban residential development designated by the City's General Plan as Hillside Residential and zoned PR 3D is located immediately adjacent to the west and south across W. Baseline Road. The remaining surrounding areas are undeveloped areas of the SEA. California protected areas Marshall Canyon Conservation Corridor and Live Oak Reservoir and Park occur approximately 2,000-feet north of the parcel, partially within the SEA. The Site is also adjacent to the southeast of the Sugarloaf Mountain/Keller Peak – San Gabriel/Cucamonga connection, a habitat linkage and wildlife migration corridor.

12. PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

The City is the lead agency for the Project under the California Environmental Quality Act (CEQA). The City, therefore, has the primary authority over the Project's discretionary approvals. Permits and approvals anticipated to be required for Project implementation include, but are not necessarily limited to: annexation of

² Associated Soils Engineering, Inc., *Report of Geotechnical Due Diligence Investigation, Proposed New Residential Development, 500 Baseline Road, La Verne Area, County of Los Angeles California, December 8, 2014, p. 2.*

³ *Biological Resources Assessment, 500 East Baseline Project, South Environmental, July 2019.*

⁴ *Significant Tree Report, Vesting Tentative Tract Map No. 082001, 500 Baseline Road, La Verne, City of La Verne, Carlberg Associates, August 2, 2018.*

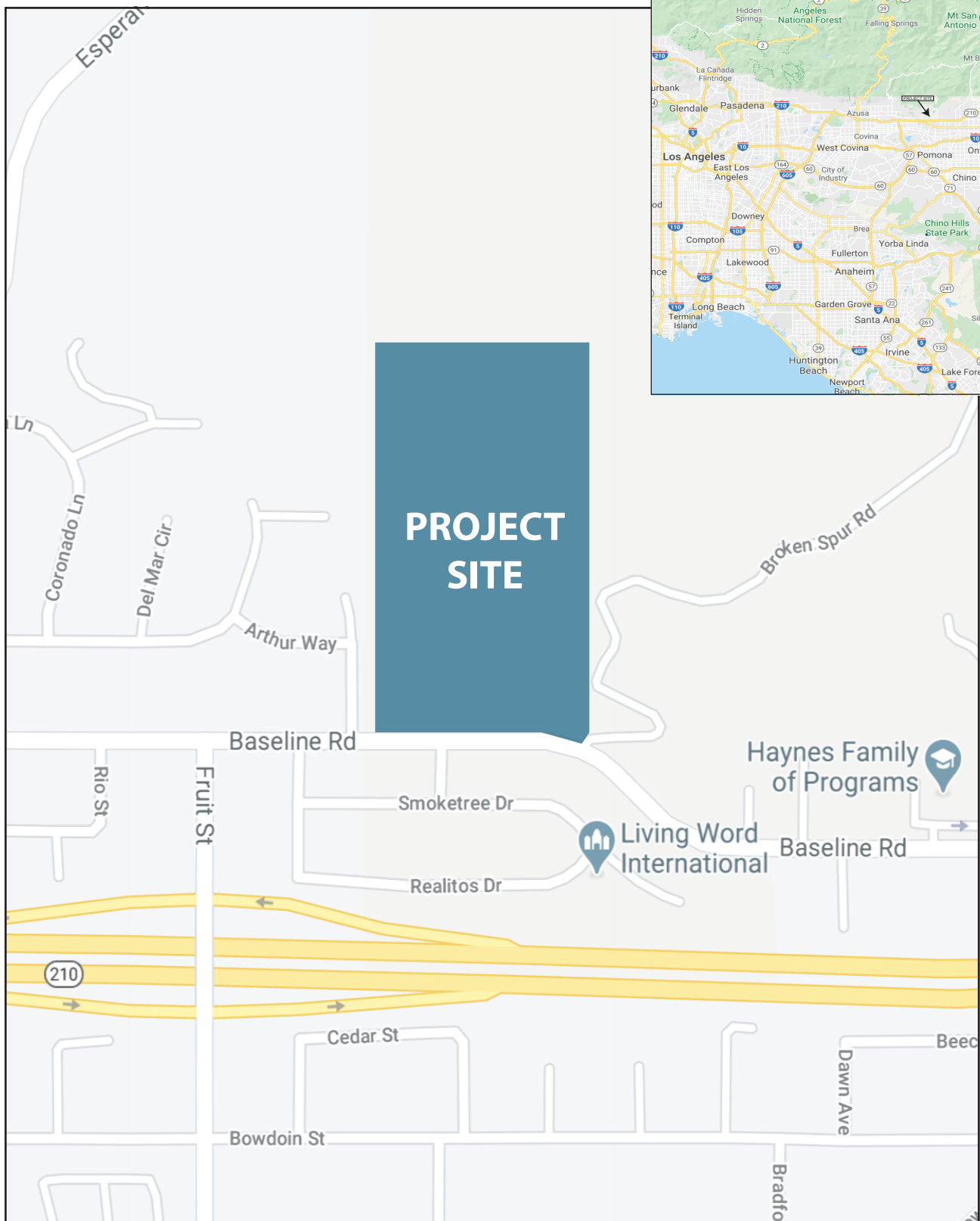
the parcel from the County of Los Angeles, a zone change, a General Plan amendment, and Tree Removal Application. Additionally, a Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) would be required for grading and fuel modification activities within the existing drainages and the canyon live oak forest.

13. HAVE CALIFORNIA NATIVE AMERICAN TRIBES TRADITIONALLY AND CULTURALLY AFFILIATED WITH THE PROJECT AREA REQUESTED CONSULTATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21080.3.1? IF SO, HAS CONSULTATION BEGUN?

In compliance with AB 52 and SB 18, an information letter was mailed to a total of seven Tribes known to have resources in the Project area on April 6, 2020 as part of the environmental review for the Project. These tribes include the following:

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino/Tongva Tribe
- Pauma Band of Luiseno Indians/Pauma & Yuma Reservation
- San Fernando Band of Mission Indians

On April 15, 2020, the City received a response from Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). On November 19, 2020, City staff met with a representative from Kizh Nation and agreed upon Mitigation Measures MM TCR-1 through MM TCR-5. Adherence to these mitigation measures would ensure potential impacts to Native American resources are appropriately reduced to less than significant.



■ Project Site

Source: Google Earth, February 2020.



Figure 1
Regional and Project Vicinity Map



 **Project Site**
Source: Google Earth, February 2020.



Figure 2
Aerial Photograph of Project Site



Photo 1: View looking north from Baseline Road towards western portion of Project Site.



Photo 2: View looking northeast from Baseline Road towards eastern portion of Project Site with views of off-site residences along Broken Spur Road.



Source: EcoTierra Consulting, December 2019.

Figure 3
Existing Views of the Project Site

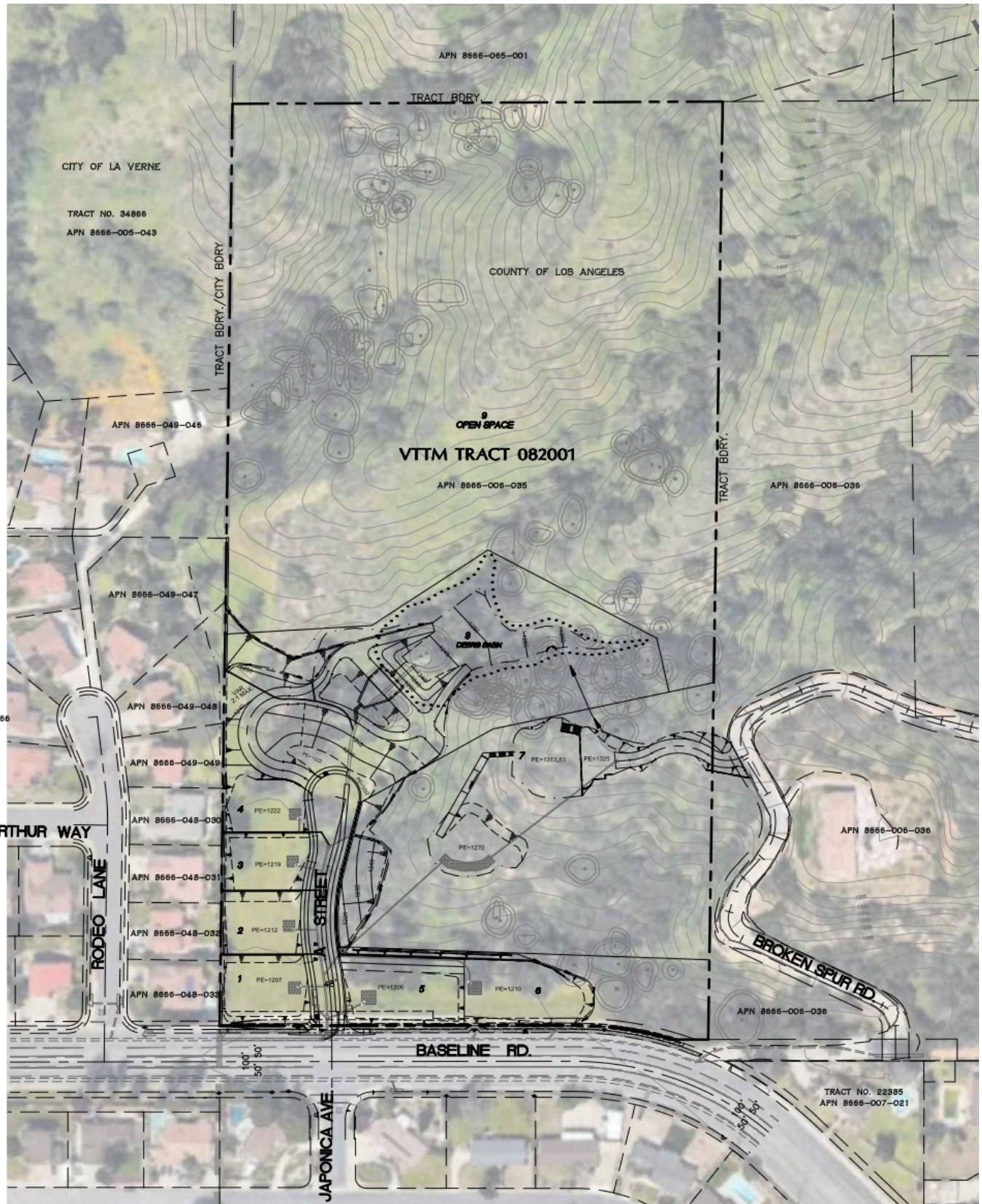
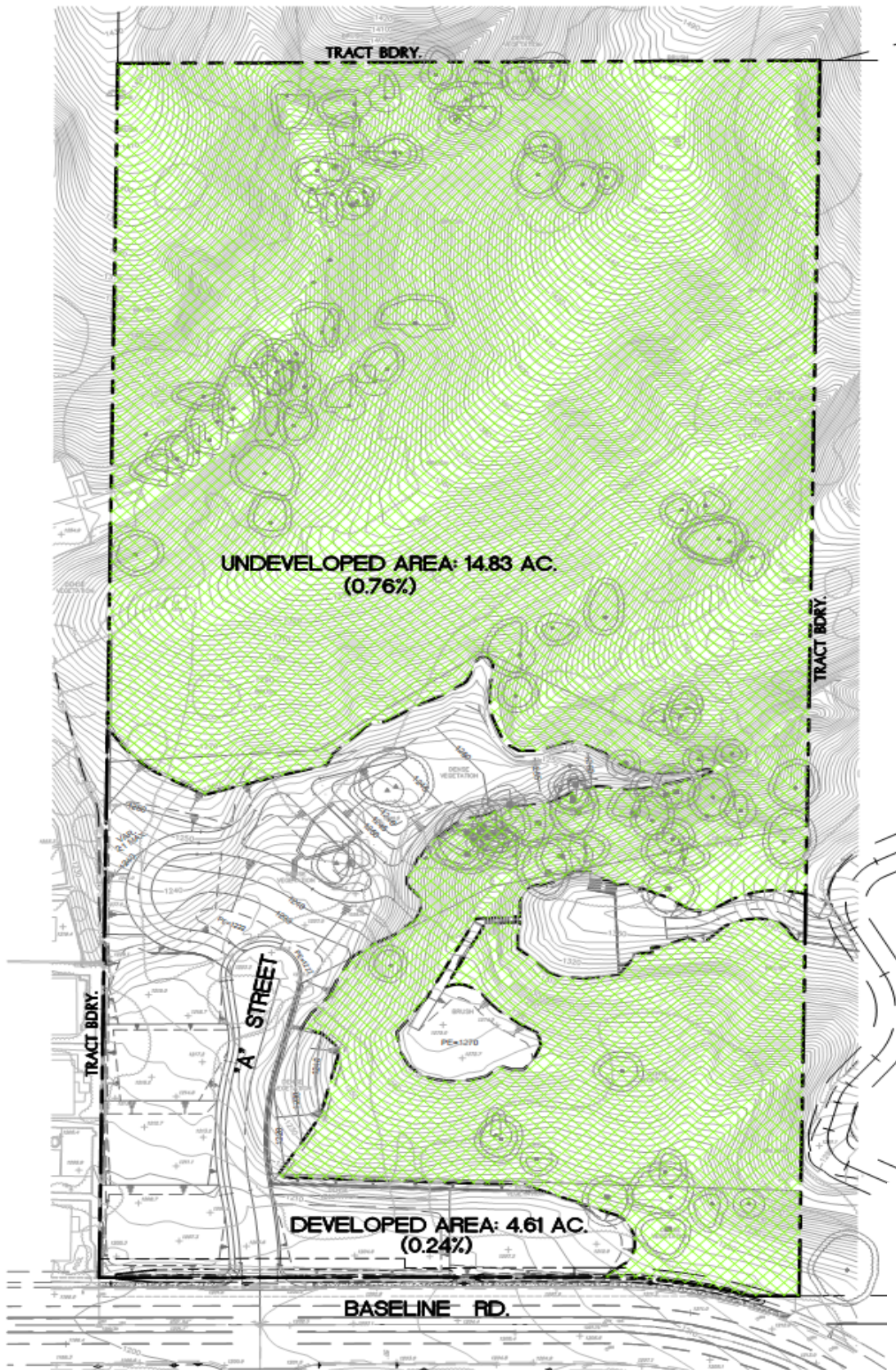
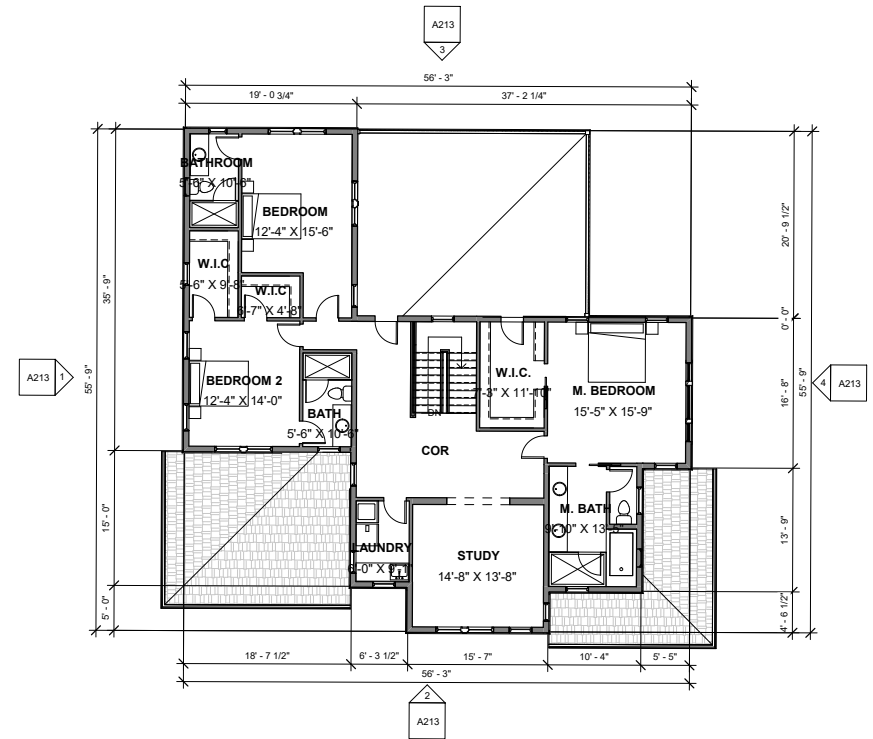
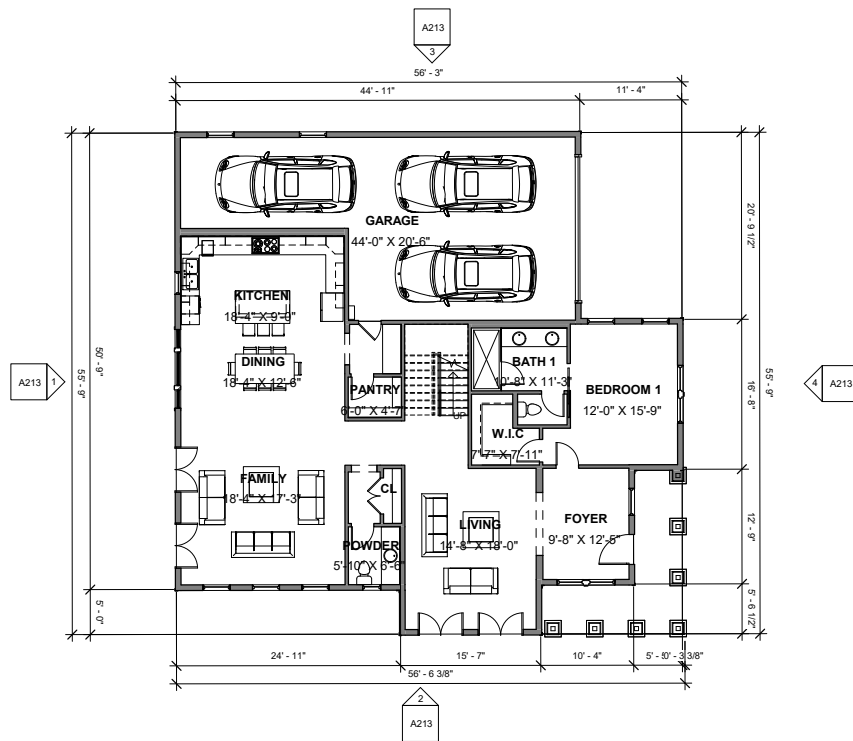


Figure 5
Proposed Development Plan



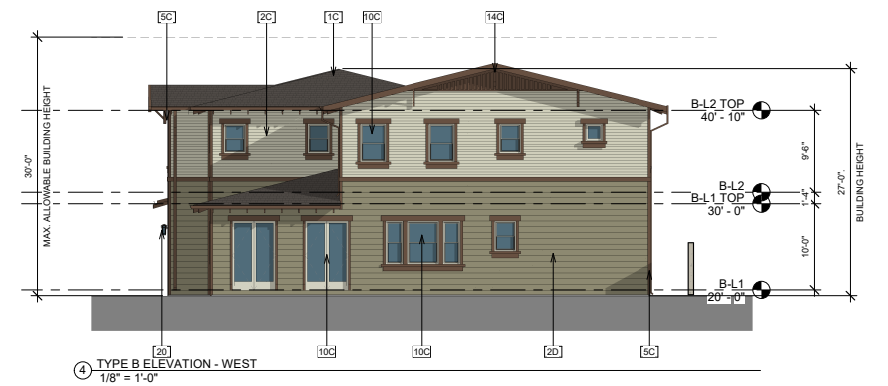
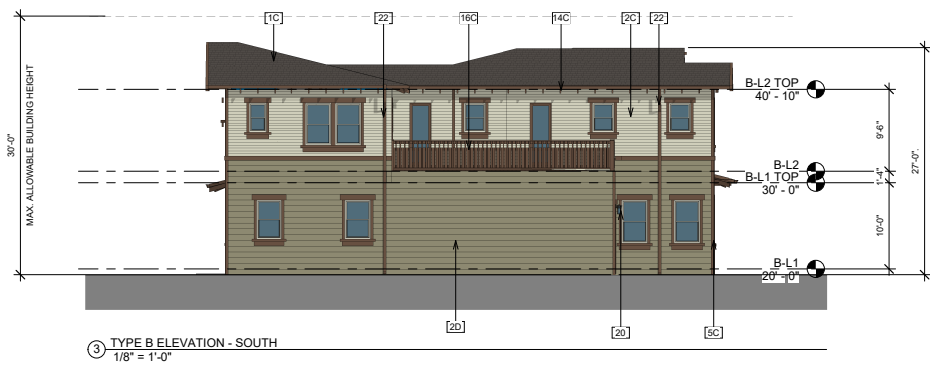
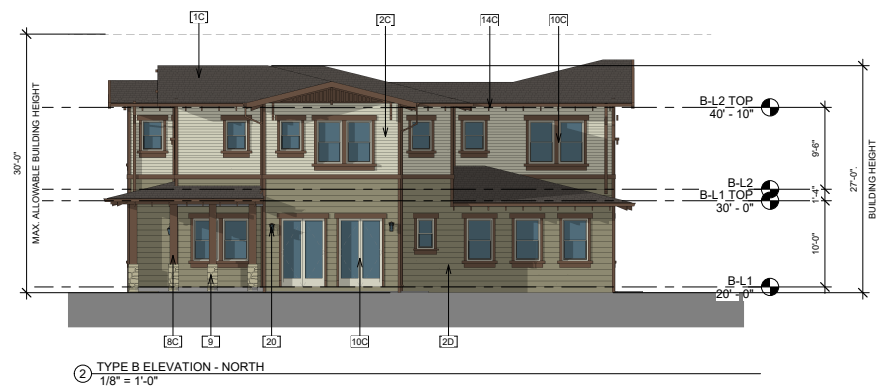
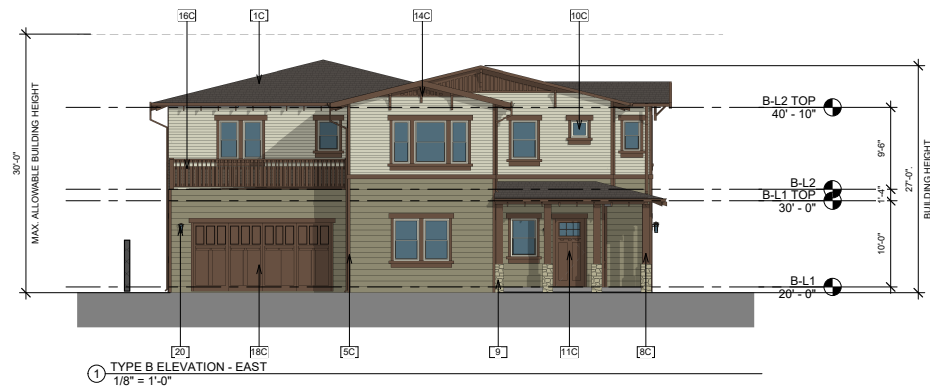
Source: Land Design Consultants, October 2018.

Figure 6
Open Space Plan



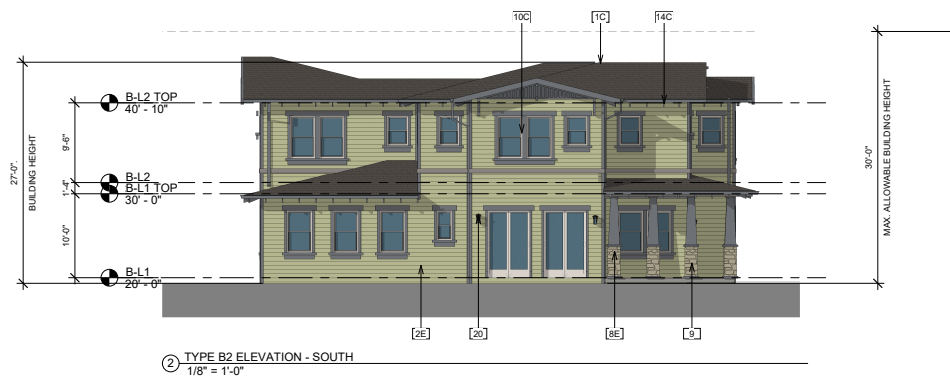
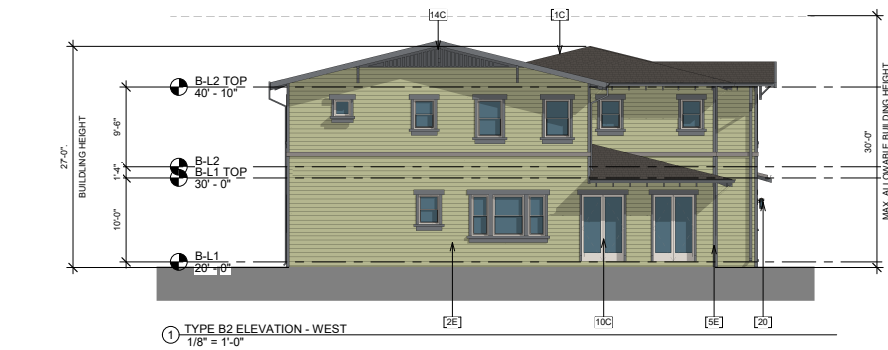
Source: Feng XIAO Architect, Inc., January 2020.

Figure 7
Floor Plan B



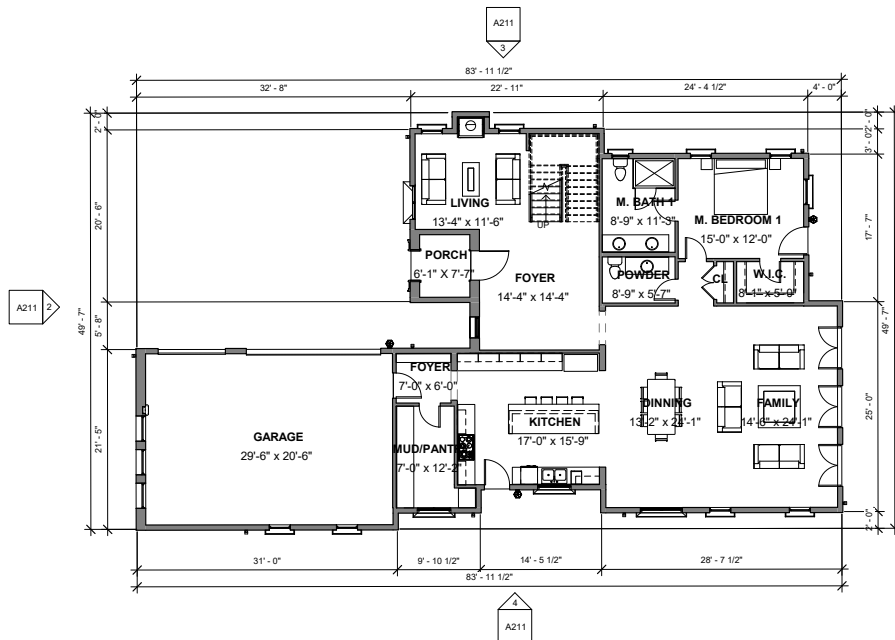
Source: Feng XIAO Architect, Inc., January 2020.

Figure 8
Floor Plan B Elevation Option 1

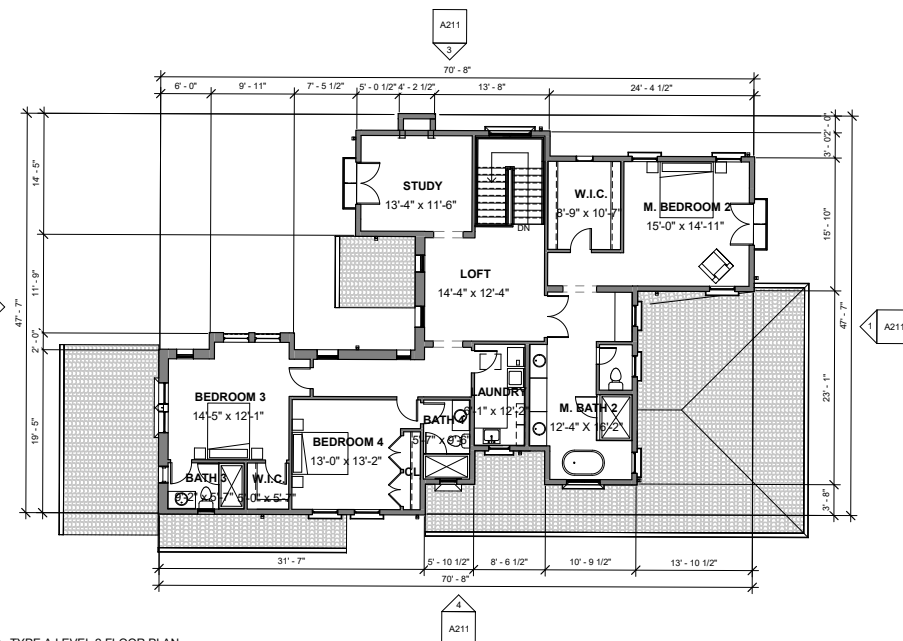


Source: Feng XIAO Architect, Inc., January 2020.

Figure 9
Floor Plan B Elevation Option 2



① TYPE A LEVEL 1 FLOOR PLAN
1/8" = 1'-0"



② TYPE A LEVEL 2 FLOOR PLAN
1/8" = 1'-0"

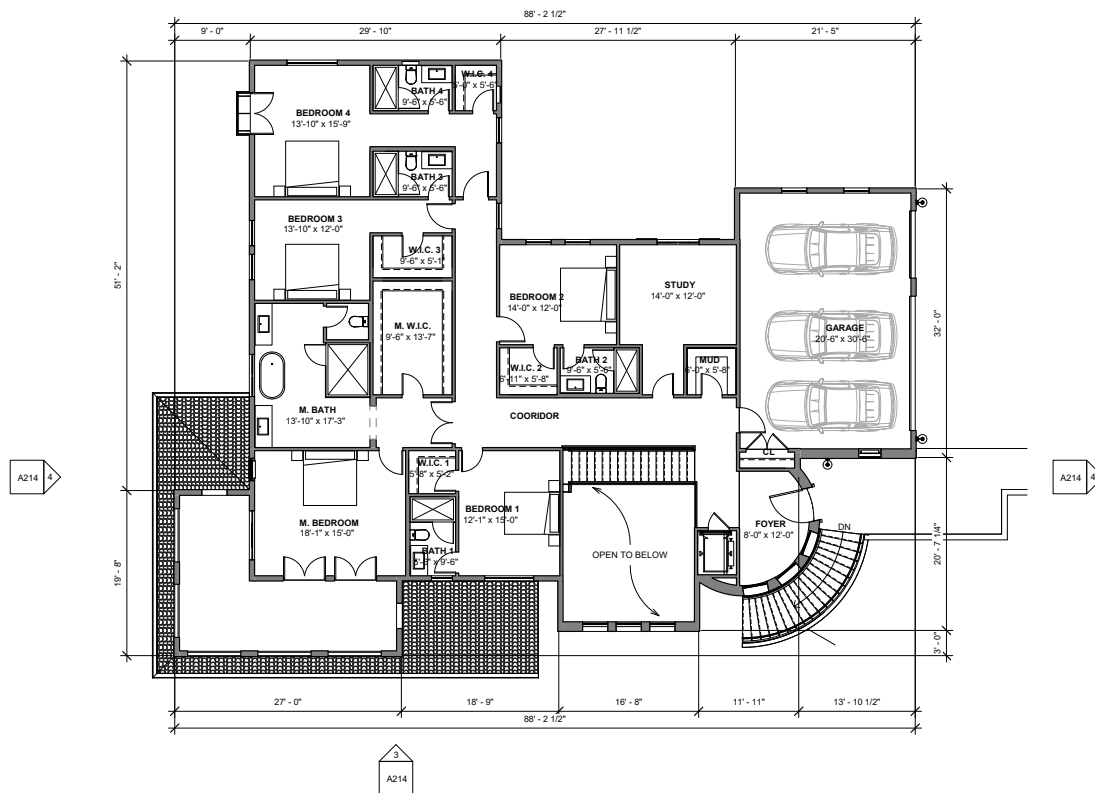
Source: Feng XIAO Architect, Inc., January 2020.

Figure 10
Floor Plan A

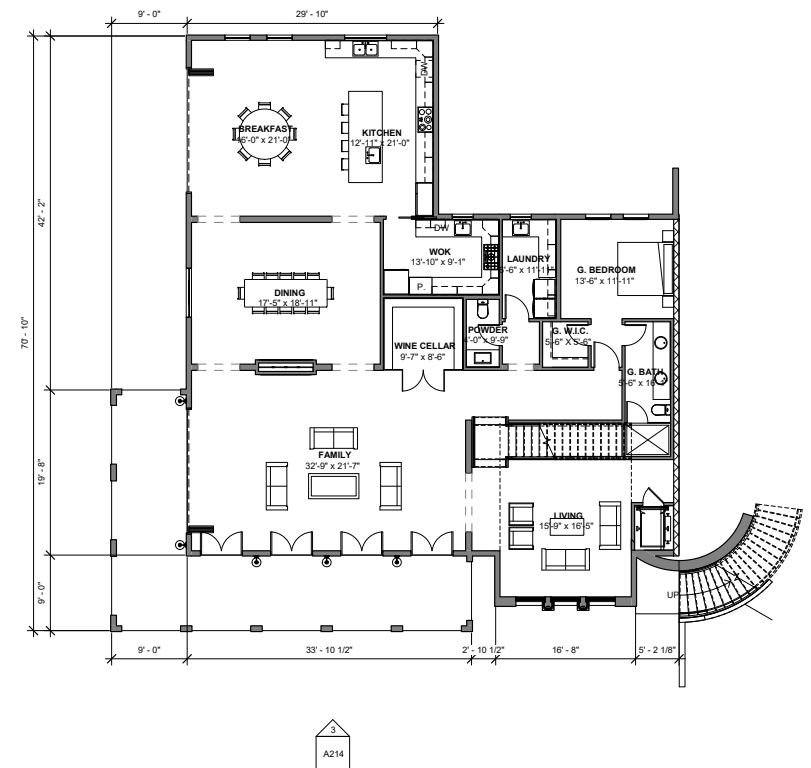


Source: Feng XIAO Architect, Inc., January 2020.

Figure 11
Floor Plan A Elevations



② TYPE C LEVEL 2 FLOOR PLAN
1/8" = 1'-0"



① TYPE C LEVEL 1 FLOOR PLAN
1/8" = 1'-0"

Source: Feng XIAO Architect, Inc., January 2020.

Figure 12
Floor Plan C



Source: Feng XIAO Architect, Inc., January 2020.

Figure 13
Floor Plan C Elevations

14. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The Project would not affect any environmental factors resulting in a Potentially Significant Impact. A summary of the environmental factors potentially affected by this Project, consisting of a Potentially Significant Impact Unless Mitigated, include:

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

DETERMINATION. (To be completed by lead agency) Based on 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 the mitigation measures described herein have been included in this project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Candice Bowcock, Principal Planner

15. EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant	Potentially Significant Unless Mit.	Less than Significant	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Have a substantial adverse effect on a scenic vista? **Less Than Significant Impact.***

As stated in the City's General Plan Resource Management Element, scenic views within La Verne consist of the San Gabriel Mountains, foothills, and canyons located in the northern portion of City. The Project Site is located to the north of Baseline Road in a hillside area. Views from Baseline Road include the foothills, which slope up from Baseline Road. Broken Spur Road extends north from Baseline Road, connecting with Roughrider Road. Broken Spur Road is a narrow road that is gated at its intersection with Roughrider Road (and not a through road). Therefore, Roughrider Road serves as access to a single-family home near Baseline Road and is not a frequently used public road that would provide views to the public.

The Project would annex the Project Site into the City and construct seven single-family dwelling units and associated infrastructure. As shown in Figure 5, due to the existing topography of the site and City limitations regarding hillside development, only the southern portion of the Project Site would be developed. One home site would be accessed from Broken

Spur Road. Of the 19.44-acre parcel, approximately 5.59 acres would be subdivided into lots, 10.75 acres would be dedicated to open space, and the remainder developed with roadways and the debris basin. Undeveloped areas on the Project Site would total 76 percent, with the remaining 24 percent of land developed with the Project improvements.

The Project would be visible from Baseline Road. However, views of the foothills from Baseline Road are distant and would still be accessible from Baseline Road. Currently, views of the hillside west of Broken Spur Road from Baseline Road are obscured by vegetation along Baseline Road. The Project would retain vegetation near Broken Spur Road and the single home site accessible from Broken Spur Road would be only minimally visible with no substantial changes to publicly available views.

As shown on Figure RM-5 of the City's General Plan,⁵ the nearest City designated view corridors are along Esperanza Drive from Baseline Road to Golden Hills Road (the climb into the hills, views looking north at the mountains, and looking south upon the valley) and Golden Hills Road (views of the foothills). Esperanza Drive is located approximately 2,000 feet west of the Project Site at Baseline Road. Golden Hills Road is located 1.5 miles to the north of the Project Site at the end of Esperanza Drive. The Project Site is not visible from Esperanza Drive due to intervening development and vegetation on the southern portion and topography and vegetation on the northern portion. Similarly, the Project Site is not visible from Golden Hills Drive due to topography, development, and vegetation. Therefore, no scenic vistas would be blocked or obstructed or otherwise adversely affected by Project implementation. As such, the Project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant**, and no mitigation measures would be required.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural features within a state scenic highway? **No Impact.***

The nearest State-designated scenic highway is State Route 2, located approximately 20 miles northwest of the project site. The project site would not be visible from State Route 2. Accordingly, **no impacts** to scenic resources within a State scenic highway would occur as a result of the Project and no mitigation measures would be required.

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

The Project Site is located in unincorporated Los Angeles County and adjacent to the urbanized area of the City of La Verne. Changes to existing visual character or quality of public views is described under I.(a) above. Consistency with applicable zoning and other regulations governing scenic quality is described below.

⁵ City of La Verne General Plan, December 7, 1998.

The Project is consistent with the Zoning Code for the PR3D zone. Additionally, as discussed in section *XI.(b) (Land Use)*, the Project would be consistent General Plan policies. Specifically, the Project would be consistent with policies protecting hillside and open space areas by not grading on a ridgetop, placing development in areas that does not alter the natural appearance of hillsides, and preserves and maintains open space on the site. (Policies LU 5.1 and 5.2)

The Resource Management Element of the City's General Plan describes scenic views within La Verne as of the San Gabriel Mountains, foothills, and canyons located in the northern portion of City. As discussed in section *I.(a) (Aesthetics)* above, the Project would not substantially alter a scenic vista. No other scenic quality regulations, such as design guidelines or specific plans, are applicable to the Project Site. Accordingly, impacts related to scenic quality would be **less than significant** and no mitigation measures would be required.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* **Less Than Significant Impact.**

Existing sources of light and glare within the project area include existing surrounding residential buildings and vehicle headlights from motorists driving by the project site on Baseline Road. These sources emit light and glare during daytime and nighttime hours.

Development of the project site would create new sources of light from the proposed residential uses as well as from street lighting and security lighting on each property. At night, the project's interior and exterior building lights and landscape lighting may be visible from the nearby residential dwellings on Rodeo Lane and surrounding public streets. However, these light sources would not have a significant impact on the night sky, as they would not exceed existing background light levels already occurring from surrounding residential development. All development in the City, which includes light generated from residential development, is required to adhere to lighting requirements contained in the City's Municipal Code. Specifically, Section 18.76.090 requires illumination to be designed so that light is shielded and directed away from adjoining properties and the public right-of-way.

Sources of glare from the project would include reflective building materials, such as windows and light emanating from windows during nighttime hours. Any glare produced by reflective surfaces would be temporary, as the location of the sun would change throughout the day. Exterior surfaces of the proposed residences would be finished with a combination of architectural coatings and other materials (e.g., stucco, brick, wood, or stone). Materials utilized for the proposed residences would not contain large expanses of reflective metal or other material that would generate substantial glare. The residences would include site landscaping as well as along the perimeter of the internal roadways and site in accordance with Section 18.60.080 (Institutional Zone – Landscaping) and Chapter 18.118 (Water Efficient Landscapes) of the City Municipal Code. This landscaping would minimize glare impacts resulting from any reflective surfaces from buildings. Therefore, the proposed project would not significantly increase the amount of daytime light or glare in the project area. Project conformance with applicable local lighting and building design regulations would ensure that the potential for the Project to generate substantial light or glare impacts would be reduced to **less than significant**, and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
II. AGRICULTURE & 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, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.***

The State of California's Farmland Mapping and Monitoring Program does not identify the Project Site as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or

Farmland of Local Importance.”⁶ Furthermore, the Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site; however, the Site has been vacant since at least 1972.⁷ Thus, the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. Therefore, **no impact** would occur, and no mitigation measures would be required.

*b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact.***

The Project Site is currently zoned A-1-15000, Light Agriculture by the County of Los Angeles. However, the Project proposes an annexation to the City. The Project Site is currently located outside of the City boundaries but is identified as within the City’s Sphere of Influence by the City’s General Plan, which designates the area as Hillside Residential. The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site; however, the Site has been vacant since at least 1972.⁸ Therefore, the Project Site is not enrolled in a Williamson Act contract. As such, upon approval of the annex, the Project would not conflict with a Williamson Act contract or existing agricultural zoning. Therefore, **no impact** would occur and no mitigation measures would be required.

*c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? **No Impact.***

The Project Site is currently zoned A-1-15000, Light Agriculture by the County of Los Angeles. However, the Project proposes an annexation to the City. The Project Site is currently located outside of the City boundaries but is identified as within the City’s Sphere of Influence by the City’s General Plan, which designates the area as Hillside Residential. The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site; however, the Site has been vacant since at least 1972.⁹ There are no lands zoned or currently used for forest land, timberland, or Timberland Production at or in the vicinity of the Project Site. Therefore, **no impact** would occur and no mitigation measures would be required.

*d) Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact.***

⁶ State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016 Map*, published July 2017, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf>, accessed: April 2020.

⁷ *Phase I, Environmental Site Assessment*, page i, Partner Engineering and Science Inc., February 2020 (Appendix D)

⁸ *Ibid.*

⁹ *Ibid.*

The Project Site is currently zoned A-1-15000, Light Agriculture by the County of Los Angeles. However, the Project proposes an annexation to the City. The Project Site is currently located outside of the City boundaries but is identified as within the City's Sphere of Influence by the City's General Plan, which designates the area as Hillside Residential. The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site; however, the Site has been vacant since at least 1972 and is not currently zoned or used for forest land. Therefore, **no impact** to forest land would occur and no mitigation measures would be required.

- 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.**

The Project Site is currently zoned A-1-15000, Light Agriculture by the County of Los Angeles. However, the Project proposes an annexation to the City. The Project Site is currently located outside of the City boundaries but is identified as within the City's Sphere of Influence by the City's General Plan, which designates the area as Hillside Residential. The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site; however, the Site has been vacant since at least 1972 and is not used for farmland or forest land. Therefore, **no impact** to farmland or forest land would occur and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
III. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information summarized in this section of the IS/MND is based on *500 East Baseline Road Residential Project Air Quality, Global Climate Change, and Energy Impact Analysis* prepared for the Project by Ganddini Group, which is hereby incorporated by reference. The *Air Quality, Global Climate Change, and Energy Impact Analysis* is provided as *Appendix A* to this IS/MND.

a) *Conflict with or obstruct implementation of the applicable air quality plan? **Less Than Significant Impact.***

The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP).

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

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

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The analysis also found that long-term operations impacts would not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?

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

The Project Site is currently located in unincorporated County of Los Angeles. The Project Site would be annexed into the City of La Verne as part of the Project. The Project Site is currently located in the City of La Verne's Sphere of Influence and is designated as Hillside Residential (HR) (0 to 2 dwelling units per acre) on the City of La Verne General Plan. The Project proposes

to develop the approximately 19.44 acre project site with seven single-family detached residential dwelling units. The proposed residential uses would be consistent with the City's land use designation. Therefore, the Project would not exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project would not result in an inconsistency with the SCAQMD AQMP. Therefore, impacts would be **less than significant**, and no mitigation measures would be required.

- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? **Less Than Significant Impact.***

The project area is out of attainment for ozone and in 2018 was out of attainment for PM₁₀. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. A significant impact may occur if a project would add a cumulatively considerable contribution of a federal or state non-attainment pollutant.

Construction-Related Regional Impacts

The construction-related criteria pollutant emissions for each phase are shown below in **Table 2, Construction-Related Pollutant Emissions**, which shows that none of the project's emissions will exceed regional thresholds. Therefore, a **less than significant** regional air quality impact would occur from construction of the Project and no mitigation measures are required.

Table 2
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	On-Site ¹	1.23	12.87	6.30	0.01	3.04	1.89
	Off-Site ²	0.09	0.06	0.73	0.00	0.20	0.05
	Subtotal	1.32	12.93	7.02	0.01	3.24	1.94
Grading	On-Site ¹	1.35	14.75	12.54	0.02	1.05	0.63
	Off-Site ²	0.10	0.07	0.81	0.00	0.23	0.06
	Subtotal	1.44	14.82	13.34	0.03	1.27	0.69
Building Construction	On-Site ¹	1.85	17.08	18.32	0.03	0.89	0.83
	Off-Site ²	1.45	9.96	11.91	0.05	3.54	0.98
	Subtotal	3.30	27.04	30.24	0.08	4.43	1.81

Table 2
Construction-Related Regional Pollutant Emissions

Activity		Pollutant Emissions (pounds/day)					
		ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Paving	On-Site ¹	1.18	10.19	14.58	0.02	0.51	0.47
	Off-Site ²	0.06	0.04	0.51	0.00	0.17	0.05
	Subtotal	1.24	10.23	15.10	0.02	0.68	0.52
Architectural Coating	On-Site ¹	19.67	1.30	1.81	0.00	0.07	0.07
	Off-Site ²	0.22	0.14	1.75	0.01	0.57	0.16
	Subtotal	19.89	1.44	3.56	0.01	0.65	0.23
Total for overlapping phases ³		24.42	38.71	48.89	0.12	5.75	2.56
SCAQMD Thresholds		75	100	550	150	150	55
Exceeds Thresholds?		No	No	No	No	No	No
Notes: (1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site site preparation and grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust compliance with SCAQMD Rule 403. (2) Off-site emissions from equipment operated on public roads. (3) Construction, painting, and paving phases may overlap. Source: CalEEMod Version 2016.3.2							

Operations-Related Regional Air Quality Impacts

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations were calculated and are shown below in **Table 3, Regional Operational Pollutant Emissions**. The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the Project.

Table 3
Regional Operational Pollutant Emissions

Activity	Emissions (pounds per day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ¹	1.05	0.11	0.62	0.00	0.01	0.01
Energy Sources ²	0.01	0.05	0.02	0.00	0.00	0.00
Mobile Sources ³	0.11	0.46	1.51	0.01	0.48	0.13
Total Emissions	1.17	0.62	2.15	0.01	0.50	0.15
SCAQMD Thresholds of Significance	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
Notes: (1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment. (2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage. (3) Mobile sources consist of emissions from vehicles and road dust. Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.						

Summary

As discussed above, the regional construction-related and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAMD. Therefore, the Project's emissions meet SCAQMD regional thresholds and will not

result in a significant cumulative impact. The cumulative air quality impacts associated with the Project would be **less than significant** and no mitigation measures would be required.

c) *Expose sensitive receptors to substantial pollutant concentrations?* **Less Than Significant Impact.**

A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts, the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The localized emissions of concern are NO_x, CO, PM₁₀, and PM_{2.5}.

Construction

Construction-Related Local Impacts

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The Project was analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; from toxic air contaminants; and from construction-related odor impacts.

The maximum number of acres disturbed in a day would be 1.5 acres during grading. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Pomona-Walnut Valley Source Receptor Area (SRA) 10 and a disturbance value of one acre per day, to be conservative. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the project site are the existing single-family detached residential dwelling units located adjacent to the west of the project site; therefore, the SCAQMD Look-up Tables for 25 meters was used. **Table 4, Local Construction Emissions at Nearest Receptors**, shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

Table 4
Local Construction Emissions at Nearest Receptors

Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	12.87	6.30	3.04	1.89
Grading	14.75	12.54	1.05	0.63
Building Construction	17.08	18.32	0.89	0.83

Table 4
Local Construction Emissions at Nearest Receptors

Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Paving	10.19	14.58	0.51	0.47
Architectural Coating	1.30	1.81	0.07	0.07
SCAQMD Thresholds of Significance ⁽¹⁾	103	612	4	3
Exceeds Threshold?	No	No	No	No
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 1 acre, to be conservative, at a distance of 25 m in SRA 10				
(1) The nearest sensitive receptors are the existing single-family detached residential dwelling units located adjacent to the west of the project site; therefore, the 25-meter threshold was used.				
Note: The project will disturb up to a maximum of 1.5 acres a day during grading (see Table 7 in Appendix A).				

The data provided in Table 4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project and no mitigation measures would be required.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to the Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (August 2003), health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 18 months), the Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds.

The Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The Project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be **less than significant** and no mitigation measures would be required.

Operations

Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The Project has been analyzed for the potential local CO emission impacts from the Project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on-site operations per SCAQMD LST methodology, and odor impacts.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with Project CO levels to the State and Federal CO standards.

To determine if the Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

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 exceedances 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). 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 subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South 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 evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Trip Generation Analysis showed that the Project would generate a maximum of approximately 66 daily vehicle trips and did not even require a Traffic Impact Analysis. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the Project is anticipated to only generate a maximum of 66 daily vehicle trips, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the Project.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site

may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptor that may be impacted by the Project are the existing single-family detached residential dwelling units located adjacent to the west (along Rodeo Lane), approximately 30 feet southeast (across Broken Spur Road), approximately 90 feet east (across Broken Spur Road), approximately 100 feet south (across Baseline Road), and approximately 450 feet northeast of the Project Site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The Project consists of a residential use, and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?* **Less Than Significant Impact.**

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Project. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Potential construction impacts associated with objectionable odors would be **less than significant** and no mitigation measures would be required.

Operational odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Project involves the construction and operation of new residential uses, which are not typically associated with odor complaints. Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project. Therefore, the potential operational impacts associated with objectionable odors would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information utilized in this section of the Initial Study is based, in part, on the *Biological Resources Assessment, 500 East Baseline Road*, ("Biological Report") prepared for the Project by South Environmental in July 2019, and the *Significant Tree Report, Venting Tentative Tract Map No. 082001, 500 Baseline Road, La Verne, City of La Verne*, ("Tree Report") prepared by Carlberg Associates on August 2, 2018. These reports are incorporated by reference and provided as *Appendix B.1* and *Appendix B.2*, to this IS/MND, respectively.

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

As part of preparation of the Biological Report, field reconnaissance, including a plant community mapping and an animal inventory, and a rare plant survey were conducted of the

Project Site. The field reconnaissance identified a total of six plant communities on the Site, as shown in **Figure 15, Plant Communities and Drainages**, and described as follows:¹⁰

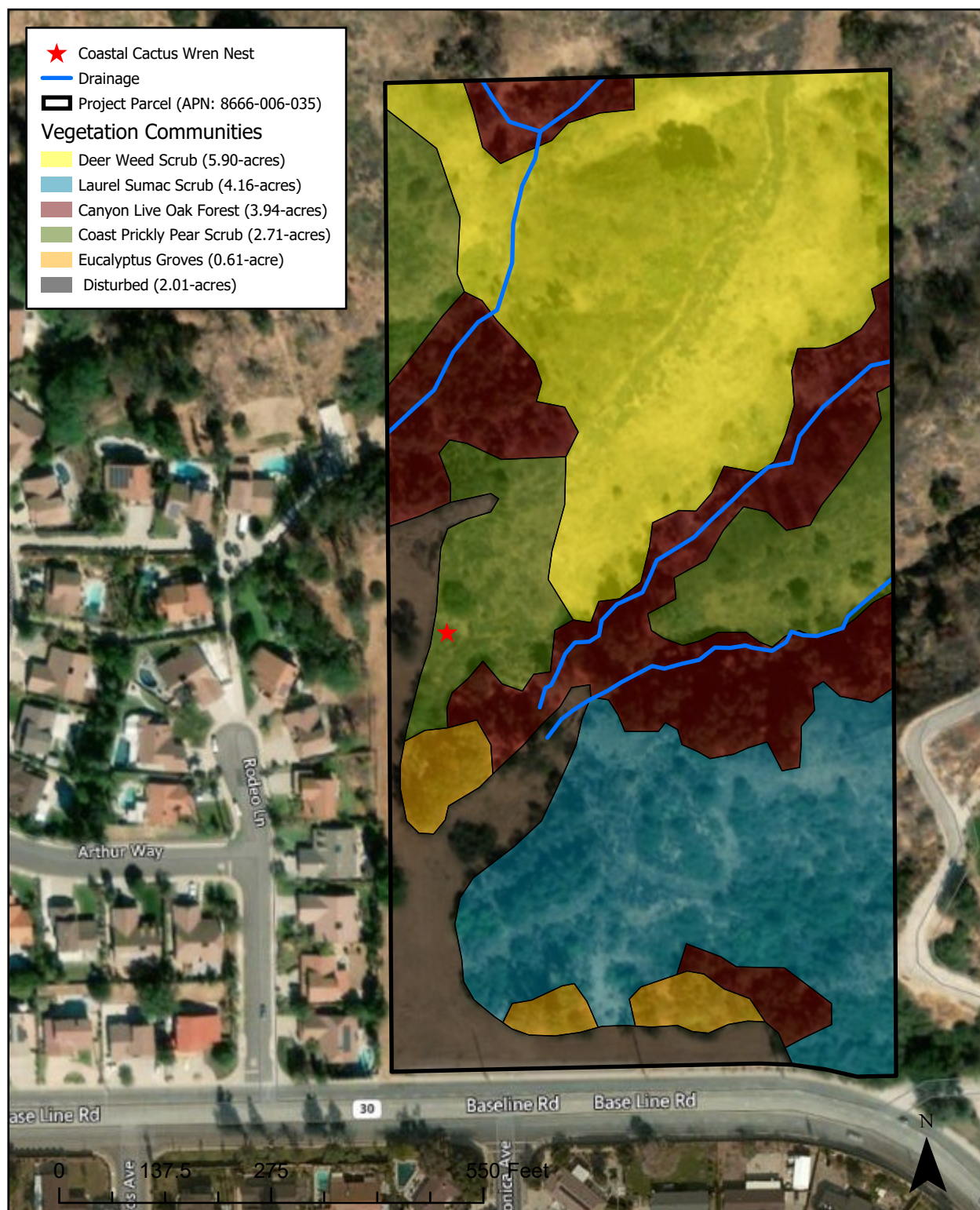
- **Coast prickly pear scrub** covers 2.6 acres of the northern and central portions of the Project Site. Coast prickly pear scrub has a Global Rank of 4 and a State Rank of 3, indicating that it is apparently secure globally and vulnerable in California due to a restricted range, relatively few populations, and/or recent a widespread decline.
- **Deer weed scrub** covers 5.9 acres of the northern portion of the Project Site. Deer weed scrub has a Global Rank of 5 and a State Rank of 5 indicating that it is demonstrably secure to ineradicable both globally and in California.
- **Canyon live oak forest** occurs on 3.9 acres of the northern and central portions of the Project Site. Canyon live oak forest has a Global Rank of 5 and a State Rank of 5 indicating that it is demonstrably secure to ineradicable both globally and in California.
- **Laurel sumac scrub** occurs on 4.1-acres of the southern portion of the Project Site. Laurel sumac scrub has a Global Rank of 4 and a State Rank of 4 indicating that it is apparently secure both globally and in California.
- **Eucalyptus groves** occur on 0.6-acre of the southern portion of the Project Site. Eucalyptus groves have no Global or State Rank.
- **Disturbed areas** occur on 2.0 acres in the southwest corner of the Project Site. Disturbed areas have no Global or State Rank.

As shown in **Figure 16, Impacts of Project to Plant Communities and Drainages**, and detailed in **Table 5, Summary of Impacts to Plant Communities**, development and fuel modification activities of the Project would directly impact the six plant communities identified on the Project Site.

Table 5
Summary of Impacts to Plant Communities

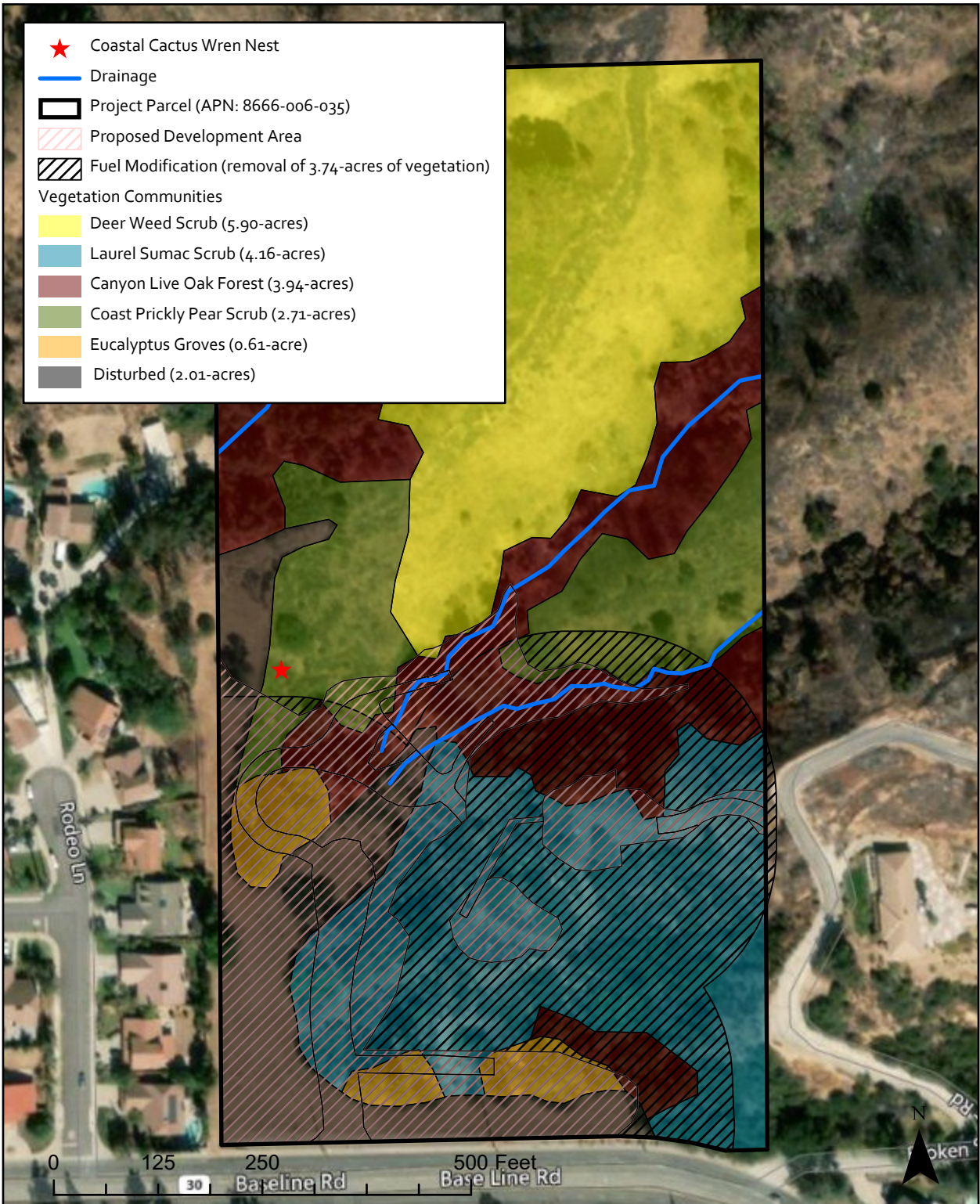
Plant Community	Impacted by Development (acres)	Impacted by Fuel Modification (acres)	Total Impacted (acres)
Laurel Sumac Scrub	1.32	2.62	3.94
Canyon Live Oak Forest	0.86	0.86	1.72
Coast Prickly Pear Scrub	0.24	0.23	0.47
Deer Weed Scrub	0.01	0.00	0.01
Eucalyptus Groves	0.58	0.03	0.61
Disturbed	1.72	0.0	1.72
Total	4.73	3.74	8.47
<i>Source: South Environmental, Biological Resources Assessment, 500 East Baseline Road, July 2019.</i>			

¹⁰ *Biological Resources Assessment, pages 10 to 13, South Environmental, July 2019 (Appendix B.1).*



Source: South Environmental, July 2019.

Figure 15
Plant Communities and Drainages



Source: South Environmental, July 2019.

Figure 16
Impacts of Project to Plant Communities and Drainages

As shown in Table 5, the Project would directly impact a total of 8.47 acres of plant communities. Based on the results of the focused rare plant survey of the Project Site, no rare or protected plants occur in the plant community areas that would be impacted by the development or fuel modification activities associated with the Project. Therefore, **no impacts** to special status plants would occur under the Project. However, based on the animal inventory and field reconnaissance conducted at the Site, a total of 14 special status animals are likely to occur within the habitats identified at the Project Site, including four reptiles, four mammals, and six birds, including the Coastal California Gnatcatcher, which is federally listed as threatened under the Endangered Species Act.¹¹

The four special status reptiles and four special status mammals and their associated habitat include the following: southern California legless lizard may occur in the oak forest near the drainages, California glossy snake may occur in the scrub habitats, coastal whiptail and coast horned lizard may occur in the scrub and forest habitats, pallid bat may occur as a forager on the parcel, western mastiff bat may forage or roost in the mature trees on the parcel, San Diego black-tailed jackrabbit may occur in the scrub or forest habitats, and San Diego desert woodrat may occur in the scrub habitats. If present during construction, these species could be killed by construction equipment which could result in a significant impact to these species. Accordingly, mitigation measure **MM BIO-1, Preconstruction Surveys**, described below, is required. Mitigation measure MM BIO-1 requires the identification and relocation of any reptiles or mammals from vegetation to be cleared immediately prior to its removal during initial Site preparation.

Numerous birds have the potential to nest on the Project Site and these species and their nests are protected by the Migratory Bird Treaty Act. These include six special-status birds: oak titmouse was observed in the canyon live oak forest, coastal cactus wren was observed nesting in the coastal cactus scrub immediately adjacent to the proposed fuel modification zone, Lawrence's goldfinch may occur in the canyon live oak forest, white-tailed kite and loggerhead shrike may occur in the forest and scrub habitats, and federally threatened coastal California gnatcatcher could occur in the scrub habitats.¹² Nests, eggs, and young that are dependent on the nest are vulnerable to direct loss from construction equipment or removal of vegetation, and indirect loss from abandonment of eggs or nests that may result from noise and vibration from nearby construction equipment. Impacts from construction such as death of a bird or loss of a nest, young, or egg of a bird protected by the Migratory Bird Treaty Act would be considered significant. Furthermore, the coast prickly pear scrub and laurel sumac scrub within the impact area is suitable for nesting and foraging coastal California gnatcatchers, which are a federally threatened species. Accordingly, mitigation measures **MM BIO-2, Nesting Bird Surveys**, and **MM BIO-3, Coastal California Gnatcatcher Preconstruction Surveys**, described below, are required. Mitigation measure MM BIO-2 requires a nesting bird survey be conducted within any vegetation to be removed and within a 500-foot buffer should construction activities occur between March 1 and August 31. In accordance with mitigation measure MM BIO-2, active

¹¹ *Ibid*, page 24 (Appendix B-1).

¹² *Ibid*, pages 25 and 26 (Appendix B-1).

nests would be protected from construction activities by a buffer where no construction work may occur until the nest is no longer active. Mitigation measure MM BIO-3 requires that a specific survey to determine the presence or absence of coastal California gnatcatchers be conducted within 30 days of the start of construction. Should coastal California gnatcatchers be identified during the survey or at any time during construction of the Project, Mitigation Measure BIO-3 requires consultation with the United States Fish and Wildlife Survey.

In addition to the potential impacts to nesting birds during construction activities, development and fuel modification activities associated with the Project would permanently remove 1.24 acres of coast prickly pear scrub, which serves as habitat for coastal cactus wren. Because coastal cactus wren is an obligate nester in coastal cactus scrub, the loss of habitat would be considered significant.¹³ Accordingly, mitigation measure **MM BIO-4, Coast Prickly Pear Nesting Habitat Avoidance**, described below, would be required. Mitigation measure MM BIO-4 requires the preservation of coast prickly pear habitat to the extent possible.

Following implementation of mitigation measure MM BIO-1, impacts to special status reptiles and mammals would be reduced to less than significant levels. Following implementation of mitigation measures MM BIO-2, MM BIO-3, and MM BIO-4, impacts to nesting and special status birds would be reduced to less than significant levels. Accordingly, impacts to special status species subject to the plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM BIO-1 Preconstruction Surveys. Prior to removal of native plant communities, a preconstruction survey for reptiles and mammals shall be conducted to identify protected species and remove them from the development site. The survey shall be conducted by a qualified biologist and any reptiles or mammals relocated shall be moved or directed to an area that is at least 100-feet from any future impacts. The survey shall be timed to occur immediately prior to the removal of vegetation during initial site preparation prior to construction.

MM BIO-2 Nesting Bird Surveys. Construction should be timed to occur between September 1 – January 31 to avoid impacts to nesting birds. If the Project occurs between March 1 – August 31 a nesting bird survey shall be conducted within area where vegetation will be removed and a surrounding 500-foot buffer. The survey shall be conducted by a qualified biologist and shall be timed to occur no more than 72-hours prior to removal of vegetation. If active bird nests are identified they shall be avoided by a 300-foot no work buffer for passerines and a 500-foot buffer for raptors and other special-status species. No work buffers may be reduced at the discretion of a monitoring biologist, however, if the buffer is reduced the biologist shall monitor the nest during all work activities that occur within the reduced buffer area. The no-work

¹³ *Ibid*, pages 25-26 (Appendix B-1).

buffer may be removed when the nest is determined to no longer be active or the young have left the nest, as determined by a qualified biologist.

MM BIO-3 Coastal California Gnatcatcher Preconstruction Survey. A biologist holding the appropriate survey permits shall conduct a single preconstruction presence/absence survey for coastal California gnatcatcher to determine if the species occurs on the parcel. The survey shall include the use of callback tapes to entice any local birds to vocalize at the location. The survey shall be timed to occur within 30 days of the proposed construction. If coastal California gnatcatcher is identified within the impact areas consultation with the United States Fish and Wildlife Survey regarding potential impacts shall be completed prior to starting the Project. If the species is identified at any time during the Project, such as during a preconstruction nesting bird or terrestrial animal survey, the Project shall seek consultation prior to starting the work.

MM BIO-4 Coast Prickly Pear Nesting Habitat Avoidance. The densest areas of coast prickly pear shall be preserved to the extent that is possible. Fuel modification shall not remove the areas of dense cactus where coastal cactus wren has been observed nesting in the past. In addition, areas of dense cactus north of that nest shall also be preserved to the extent that is possible. These dense cactus areas shall be flagged and marked as environmentally sensitive prior to construction or fuel modification that occurs near these areas. However, work that may affect an active nest (including installation or removal of fencing) shall be avoided until the nest is no longer active per the guidance in Mitigation Measure BIO-1.

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

A Jurisdictional Delineation was conducted as part of the Biological Resources Assessment report in order to identify if waters of the U.S. that would be regulated by the U.S. Army Corps of Engineers exist on the Project Site. The Jurisdiction Delineation identified three drainages within the Canyon Live Oak Forest communities of the Site, as shown in Figure 15 and described as follows:¹⁴

- **Drainage 1** is 567-feet long where it exists on the Project Site and forms a y-shape as two parts from a single drainage that flows north to south and onto an adjacent concrete culvert at the end of a driveway off of the Project Site to the west. Drainage 1 is approximately 1.5-feet wide at its northern end and approximately 8-feet wide where it leaves the Project Site.

¹⁴ *Ibid, pages 17 and 18 (Appendix B-1).*

- **Drainage 2** is 677-feet long where it exists on the Project Site where it flows to the southwest and terminates at an onsite tilled and graded area, which dams its flow. Drainage 2 is approximately 1.5-2-feet wide throughout its length.
- **Drainage 3** is 530-feet where it exists on the Project Site and flows from east to west. Drainage 3 is approximately 2-feet wide throughout its length and terminates at the same onsite tilled and graded area as Drainage 2.

Drainages 2 and 3 likely met in the past and continued to flow to the southwest, however, the onsite tilling and grading have severed their downstream connections and no streambed or banks are visible.¹⁵ As detailed below in section IV. c), because no downstream connections for the three drainages exist, they would not be considered waters of the U.S. However, the presence of a streambed and bank as well as areas showing signs of recent flow (moist soils and debris flows) indicates that the drainages are under the jurisdiction of the California Department of Fish and Wildlife pursuant to Section 1600 of the Fish and Game Code. As shown in Figure 16, and detailed in **Table 6, Summary of Impacts to Jurisdictional Resources**, grading and fuel modification activities associated with the Project would have direct impacts to Drainages 2 and 3, which are California Department of Fish and Wildlife jurisdictional streambeds, and to the surrounding canyon live oak forest.

Table 6
Summary of Impacts to Jurisdictional Resources

Drainage	Streambed Impacted by Development (linear feet)	Streambed Impacted by Fuel Modification (linear feet)	Total Streambed Impacted (linear feet)	Oak Forest Impacted by Development (acres)	Oak Forest Impacted by Fuel Modification (acres)	Total Oak Forest Impacted (acres)
Drainage 2	270	0	270	0.36	0	0.36
Drainage 3	336	100	436	0.50	0.63	1.13
Total	606	100	706	0.86	0.63	1.49

Source: South Environmental, Biological Resources Assessment, 500 East Baseline Road, July 2019.

As shown in Table 6, the Project would directly impact 706 linear feet of streambed and 1.49 acres of canyon live oak forest, which has the same characteristics as the Canyon Live Oak Ravine Forest designated as a sensitive natural community by the California Department of Fish and Wildlife. These impacts would be significant.¹⁶ Accordingly, mitigation measure **MM BIO-5, Streambed Alteration Agreement**, described below, is required. Mitigation measure MM BIO-5 requires the Project to obtain a Streambed Alteration Agreement from the California Department of Fish and Wildlife prior to construction of the Project. In accordance with California Fish and Game Code Section 1602, the Streambed Alteration Agreement is required to contain reasonable measures necessary to protect resources subject to the Streambed Alteration Agreement and its incorporation would reduce the Project's impacts to Drainages 2 and 3 and the canyon live oak forest to less than significant levels. Accordingly, impacts to riparian habitat and other sensitive natural communities subject to the plans, policies, and

¹⁵ *Ibid*, page 18 (Appendix B-1).

¹⁶ *Ibid*, page 27 (Appendix B-1).

regulations of the California Department of Fish and Wildlife would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM BIO-5 Streambed Alteration Agreement. A Streambed Alteration Agreement from the California Department of Fish and Wildlife shall be received prior to initiating construction of the Project.

- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* **No Impact.**

The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The State of California Wetlands does not identify any wetlands on or in the vicinity of the Project Site.¹⁷ The National Wetlands Inventory identifies wetlands within the Canyon Live Oak Forests on the Project Site.¹⁸ As detailed in response to Threshold 14.4(b) above, the Jurisdictional Delineation conducted as part of the Biological Report identified three drainages on the Site (shown in Figure 15), however, based on a review of historic aerial photographs, it was determined that the drainages on the parcel are isolated and have no current or previous downstream connection. Therefore, the drainages would not be considered waters of the U.S. regulated by the U.S. Army Corps of Engineers.¹⁹ Accordingly, no state or federally protected wetlands exist on the Project Site. As such, the Project would not result in impacts to wetlands and no mitigation measures would be required.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* **Potentially Significant Unless Mitigation Incorporated.**

The Project Site is located within the urban-wildlife interface. According to the Statewide Essential Habitat Connectivity Project Geospatial Dataset, the Project Site is adjacent to the southeast of the Sugarloaf Mountain/Keller Peak – San Gabriel/Cucamonga connection, which is an important linkage and wildlife migration corridor in southern California.²⁰ Furthermore, as shown on **Figure 17, Los Angeles County Significant Ecological Area, No. 18, San Dimas Canyon/San Antonio Wash**, the Project Site is located entirely within Significant Ecological Area (SEA), Number 18, which links native habitats surrounding Live Oak Reservoir (approximately 0.75-mile north of the Site) to the Angeles National Forest. Although the Project Site is contiguous with hundreds of thousands of acres of pristine native habitat and provides habitat linkage and wildlife movement in the region, large portions of the Site have already been

¹⁷ California Wetland Monitoring Workgroup, California Aquatic Resource Inventory (CARI) Interactive Map, hosted by EcoAtlas, South Coast Region, available at: <https://www.ecoatlas.org/regions/ecoregion/south-coast>, accessed April 2020.

¹⁸ U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed April 2020.

¹⁹ Biological Resources Assessment, pages 17 and 18, South Environmental, July 2019 (Appendix B.1).

²⁰ Ibid, page 10 (Appendix B.1)



Source: South Environmental, July 2019.

Figure 17
Los Angeles County Significant Ecological Area No. 18, San Dimas Canyon/San Antonio Wash

impacted by fuel modification associated with the residences adjacent to the western boundary of the Site, and these areas are not suitable for wildlife movement and lack native habitats.²¹

However, streams and drainages like those found in the canyons on the Project Site and described above under section IV.(b) above, are frequently used corridors for both movement of both large and small animals, particularly at the urban-wildlife interface. Nighttime lighting associated with housing could deter animals from movement if they are pointed at native habitats. Accordingly, mitigation measure **MM BIO-6, Nighttime Lighting**, would be required.

Mitigation measure **MM BIO-6** requires Project lighting to be directed away from native habitat and prevented from spilling onto adjacent areas. Prevention of light spillover onto native habitats would reduce impacts from night lighting to less than significant levels. Accordingly, impacts to the movement of native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, and native wildlife nurseries would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM BIO 6 Nighttime Lighting. All lighting constructed for the Project shall be directed away from native habitats and shall be shielded from spilling onto adjacent areas.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy/ordinance?* **Potentially Significant Unless Mitigation Incorporated.**

As detailed above, the Project Site does not contain any wetlands or special status plants; however, the Site contains three drainages under the jurisdiction of the California Department of Fish and Wildlife and six plant communities which provide habitat to special status animals, including the federally threatened coastal California gnatcatcher. Furthermore, the Project Site is located within Los Angeles County SEA No. 18 (San Dimas Canyon/San Antonio Wash) and is adjacent to the southeast of the Sugarloaf Mountain/Keller Peak – San Gabriel/Cucamonga connection, both of which provide important wildlife linkage. The Project would require the mitigation measures identified above to reduce impacts to these features and conflicts with policies and/or implementation measures identified in the City's General Plan Resource Management Element for the purposes of protecting biological resources to less than significant levels.

In addition to the biological resources detailed above, the Project Site contains numerous trees. The City has adopted Ordinance No. 999 Preservation, Protection, and Removal of Trees (Municipal Code Chapter 18.78), which establishes regulations regarding tree preservation, protection and the removal of trees. The purpose of this ordinance is to “protect certain trees in order to preserve cultural heritage, maintain and enhance the scenic beauty of the city, improve air quality, abate soil and slope erosion, preserve and enhance property values, and thereby promote public health, safety and welfare.” The tree ordinance only applies to “Significant” trees and “Heritage” trees.

A Tree Report (refer to *Appendix B.2*) inventoried all of the trees that could potentially be affected by the Project. There are no Heritage trees located on or adjacent to the Project Site,

²¹ *Ibid*, pages 27 and 28 (*Appendix B.2*).

however, there are 119 Significant trees located on and 1 Significant tree located adjacent to the Project Site. Significant trees include 89 coast live oaks, 24 California sycamores, 6 scrub oak trees, and 1 Southern California black walnut. As discussed in the Tree Report and shown in **Figure 18, Significant Tree Locations** (also shown in Exhibits 3 and 4 of *Appendix B.2*), the majority of the significant trees are located within the Project Site's drainages. Eleven of these trees (Tree Nos. 9, 28, 30, 42, 92, 105, 106, 111, 114, 117, and 118, which include 7 California Sycamores and 4 coast live oaks) have died and would be removed as part of site preparation prior to construction.²² Significant impacts to Significant trees could occur should these trees not actually be dead or if the incorrect trees are removed. Accordingly, mitigation measure **MM BIO-7, Dead Tree Removal**, below, requires that trees identified as dead are verified as dead and properly marked and their removal monitored. In addition to the dead trees, four additional Significant coast live oak trees (Tree Nos. 46, 47, 48, and 49) would be removed as part of grading and development of the Project. These trees and are located within the debris basin facility. The removal of Significant trees is considered a significant impact. Accordingly, mitigation measure **MM BIO-8, Significant Tree Removal**, below, requires that adequate replacement and monitoring of these Significant trees to be removed.

The remaining 85 Significant trees would be subject to protective measures detailed in Section 18.78.160 of the City Municipal Code. Prior to the issuance of grading permits, the Applicant would be required to prepare and submit detailed construction plans prepared in conformance with applicable standards of the City. Construction plans would be subject to review by the City to ensure protection of Significant trees on site pursuant to Section 18.60.030 of the City Municipal Code. Compliance with the applicable policies of the City Municipal Code protecting Significant trees is codified in standard condition **SC BIO-1**. Therefore, Project impacts **would be less than significant with the standard condition**.

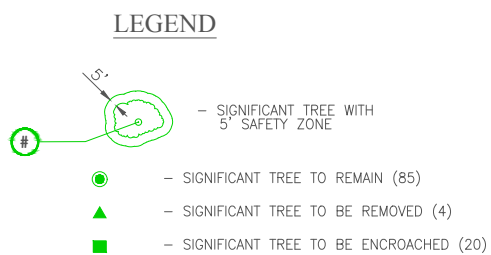
Standard Condition

The following Standard Condition (Section 18.78.160 of the City Municipal Code) is a regulatory requirement implemented as a routine action conditioned by the City to reduce impacts related to protected trees.

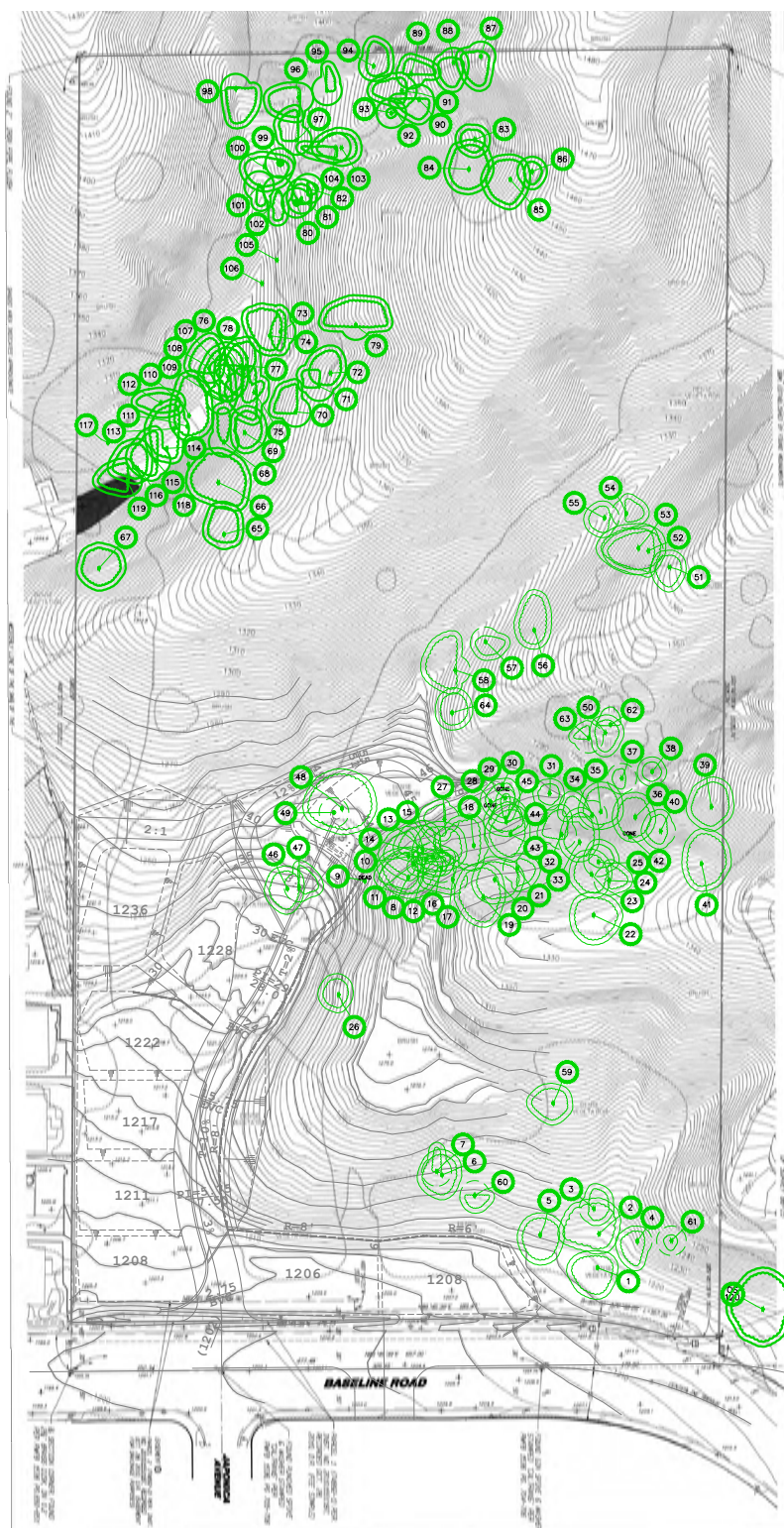
SC BIO-1 Any Significant trees that would not be removed by the Project, shall be subject to preservation and protective measures, to include (but not be limited to):

- No grading, construction, or construction-related activities shall occur within the safety zone (i.e., the area within the dripline of a tree and extending therefrom either to a point of at least five feet outside the dripline or to a point 15 feet from the trunk, whichever distance is greater) of a significant tree as defined by Chapter 18.78 (Preservation, Protection, and Removal of Trees) of the La Verne Municipal Code, including, but not limited to, storage of materials, grade changes, or attachment of wires to or around tree trunks, stems, or limbs.

²² *Significant Tree Report, Venting Tentative Tract Map No. 082001, 500 Baseline Road, La Verne, City of La Verne, Exhibits 3 and 4, pages 15 and 16, Carlberg Associates, August 2, 2018 (Appendix B.2)*



NOTE:
1. "SAFETY ZONE" OF A SIGNIFICANT TREE EXTENDS 5' FROM THE DRIPLINE OUTWARD, OR A MINIMUM OF 15' FROM THE TRUNK, WHICHEVER DISTANCE IS GREATER



Source: Carlberg Associates, August 2018.

Figure 18
Significant Tree Locations

- No structure shall be located within the safety zone or within a six-foot radius of the trunk perimeter, whichever is greater, of any significant tree. A tree with a caliper of 30 inches or more shall require additional space as determined by the city landscape architectural consultant or parks director.
- Significant trees shall be shielded from damage during construction by chain link and steel stake fence enclosing the entire safety zone area. All exposed roots shall be inside the fence barrier, which shall have a minimum height of four feet measured from grade. In all cases where a fence barrier is to be used around a protected tree, the fence barrier shall be installed prior to commencement of any development on the site and shall remain in place throughout the construction period.
- Branches that could be injured by vehicles or that interfere with construction shall be pruned to the satisfaction of the city landscape architectural consultant or designee.

This standard condition shall be implemented to the satisfaction of the City Community Development Director or designee.

Construction activities would encroach on the canopies and root zones of 20 Significant trees (Tree Nos. 1, 5, 8, 10, 11, 13, 15, 18, 19, 20, 22, 27, 29, 31, 32, 34, 35, 43, 44 and 45, which include 17 coast live oaks, 2 California sycamores, and 1 scrub oak). Encroachment can result in root severance, soil compaction, changes in existing grade, and alteration of the water table/drainage, all of which can have detrimental effects on the health or structure of the tree. Therefore, the Project would conflict with provisions of Section 18.78.160 of the City Municipal Code protecting Significant trees. Accordingly, mitigation measure **MM BIO-9, Significant Tree Protection**, below, is required.

During operation of the Project, maintenance of the debris basin and fuel modification activities associated with fire protection requirements could result in changes to the existing grade, alteration of the water table/site drainage, and pruning of Significant tree canopies within 200 feet of proposed residences (Tree Nos. 5, 10, 19, 22, 27, 31, 44, and 45), all of which can have detrimental effects on the health or structure of the tree. Accordingly, mitigation measure **MM BIO-10, Maintenance and Fuel Modification Procedures**, below, is required.

Following implementation of mitigation measure MM BIO-7, potential construction-related impacts that would occur during the removal of dead trees would be reduced to less than significant levels. Following implementation of mitigation measures MM BIO-8, potential construction-related impacts that would occur as a result of the removal of Significant trees would be reduced to less than significant levels. Following implementation of mitigation measures MM BIO-9, potential construction-related impacts that would occur as a result of encroachment on Significant trees would be reduced to less than significant levels. Following implementation of mitigation measures MM BIO-10, potential operational impacts that would occur as a result of on-going maintenance and fuel modification activities would be reduced to less than significant levels. Accordingly, impacts related to conflicts with local policies or

ordinances protecting biological resources would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM BIO 7 Dead Tree Removal. Prior to the issuance of a demolition or grading permit, the Applicant shall retain a certified arborist to verify and mark as dead, all trees identified as dead by the Tree Report (Tree Nos. 9, 28, 30, 42, 92, 105, 106, 111, 114, 117, and 118). Documentation of the verification and marking shall be provided to the Applicant, the construction contractor, and the City Community Development Department. Removal of the dead trees shall be monitored by the arborist.

MM BIO 8 Significant Tree Removal. Prior to the issuance of a demolition or grading permit, the Project shall obtain a Tree Removal Permit from the City of La Verne for the four Significant trees to be removed (Tree Nos. 46, 47, 48, and 49). The trees to be removed shall be replaced at a ratio of 4:1, for a minimum of 16 replacement trees. Replacement trees shall be of a species determined by the Community Development Director and shall include a minimum of four 24-inch box trees and twelve 48-inch box trees. The replacement trees shall be included on landscape and irrigation plans for the Project, shall be planted in the natural areas of the Site, and shall be irrigated as required for establishment. The replacement trees shall be monitored in accordance with the policies outlined in the Tree Removal Permit, with a minimum of three years of quarterly monitoring.

MM BIO 9 Significant Tree Protection. Prior to the start of construction, the certified arborist shall determine that Tree Safety Zone for all Significant trees that the Project would encroached upon (Tree Nos. 1, 5, 8, 10, 11, 13, 15, 18, 19, 20, 22, 27, 29, 31, 32, 34, 35, 43, 44 and 45). Five-foot high chain link fencing shall be installed as protective fencing around the Tree Safety Zone. A Tree Protection Plan showing the proposed location of protective fencing shall be prepared for the review and approval by the Community Development Director prior to the issuance of a demolition, grubbing, or grading permit. Postholes for protective fencing shall be dug by hand to allow for avoidance of significant roots that may be encountered. If significant roots, as determined by the certified arborist, are encountered, the post hole shall be moved to avoid root severance. All protective fencing shall be verified by the Community Development Department prior to commencement of construction work and shall remain in place until the Community Development Department approves its removal. A warning sign of a minimum size of 8.5 x 11 inches clearly stating "Tree Safety Zone; This Fence Shall Not Be Removed" shall be prominently displayed on each protective fencing enclosure. All grubbing, demolition, digging, excavating, filling, grading, construction, or trenching within the Tree Safety Zone of Significant trees shall be monitored by the certified arborist. Equipment, materials, and vehicles shall not be stored, parked, or operated within the Tree Safety Zone of any Significant tree. Equipment with overhead exhaust shall not be paced in such a manner as to

scorch overhanging branches or foliage. Alternative equipment may be required in such areas as deemed necessary by the certified arborist. Construction monitoring reports shall be submitted to the Community Development Department at appropriate intervals to be determined by those same agencies in the Tree Permit conditions of approval.

MM BIO-10 Maintenance and Fuel Modification Procedures. During maintenance of the debris basin, topography and drainage patterns around the Significant trees shall not be altered in a manner that causes water to pond around the base of the trees. If canopy pruning of Significant trees within 200 feet of the proposed residences (Tree Nos. 5, 10, 19, 22, 27, 31, 44, and 45) is to be undertaken in accordance with fuel modification requirements, pruning shall be conducted between the most dormant months of July through September. Pruning shall be performed by a qualified ISA-Certified Arborist or ISA-Certified Tree Worker and in compliance with current ISA Pruning Guidelines, best management practices, and American National Standards Institute pruning standards. Leaf litter shall be allowed to accumulate naturally within the protected zone of all Significant trees.

- 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? **Less than Significant Impact.*** As detailed section IV.(d), the Project Site is located entirely within SEA No. 18 (San Dimas Canyon/San Antonio Wash), which is protected under the Los Angeles Significant Ecological Areas Ordinance. The Los Angeles County Significant Ecological Areas Ordinance Implementation Guide outlines guidelines for developments within designated SEAs including minimum buffer distances between habitats and development. However, the Project proposes an annexation of the Project to the City, which does not have a Significant Ecological Areas ordinance or restrictions such as those outlined in the Los Angeles County Significant Ecological Areas Ordinance Implementation Guide. The Resource Management Element of the City's General Plan contains the following policies with regard to habitat conservation:

Policy 4.2 Protect and preserve our native plant communities and habitats.

Policy 4.3 Protect and preserve our Southern Mixed Chaparral and Coastal Sage Scrub communities.

Policy 4.4 Protect and preserve our Southern Oak Riparian Woodlands.

Policy 4.5 Protect and preserve our other Riparian Habitats.

Policy 4.6 Protect and preserve our Ruderal-Disturbed habitats.

As detailed in section IV.(a) (*Biological Resources*) above, the Project would directly impact a total of 8.47 acres of plant communities, including scrub, oak forest, and disturbed communities. In addition, as detailed under section IV.(b) (*Biological Resources*) above, the Project would directly impact 706 linear feet of streambed under the jurisdiction of the California Department of Fish and Wildlife. Accordingly, the Project would conflict with a local habitat conservation plan. However, as detailed above, Mitigation Measure BIO-1 through Mitigation Measure Bio-

10 would mitigate the potential impacts to habitats and species that live, nest, and/or migrate through these habitats. No additional impacts related to conflicts with a local habitat conservation plan, beyond those previously mitigated would occur as a result of the Project. As such, the Project's impacts would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	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 pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of CEQA? **No Impact.***

A significant impact may occur if a project would adversely affect the significance of a historic resources on or off site. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Project Site is currently vacant land covered with mostly bare soil, grass, bushes, trees, and other native vegetation. The Project Site was formerly undeveloped as early as 1894, and consisted of agricultural development (citrus groves) along the southern portion of the Project Site with an apparent barn or residential structure between 1928 and 1948. The Project Site has been vacant since at least 1972.²³ As such, implementation of the Project would not involve historic resources and, thus, not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of CEQA. Accordingly, **no impact** to historical resources would occur and no mitigation measures would be required.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of CEQA? **Potentially Significant Unless Mitigation Incorporated.***

A records search for the Project Site was conducted by the South Coast Central Information Center. The search included a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD) listings were reviewed for

the Project Site and a ¼-mile radius. The records search found that there are no points of historical interest, landmarks, registered historical resources, or built environmental resources on or near the Project Site. The records search did find 2 recorded archaeological resources within a ½ mile radius of the Site. The records search found that two studies were previously prepared for the Project Site, including a study in 1979, and that there are no recorded archaeological resources on the Project Site. Due to the age of the previous study, the SCCIC recommended that a new study be prepared for the Project Site. Accordingly, to address this impact, mitigation measure **MM CR-1, Archaeological Resources Study** is required. As such, implementation of this measure would be reduce the potentially significant impacts to less-than-significant. Therefore, impacts related to archaeological resources would be **less than significant with mitigation incorporated**.

According to the City's General Plan Update Existing Conditions Report, analysis of potential impacts to archaeological resources for the General Plan area included a records search conducted at the South Central Coastal Information Center (SCCIC).²⁴ The records search, conducted by Cogstone on August 9, 2017, included a review of all recorded cultural resources (historic and prehistoric resources 50 years of age or older) and known cultural resources survey and excavation reports within on-half mile of the City of La Verne corporate boundaries (study area).²⁵ In addition to the SCCIC records search, a variety of other sources were consulted in February and March 2018, which included the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), California Historical Resources Inventory (CHRI), California Historical Landmarks (CHL) and California Points of Historical Interest (CPHI).

Results of the records search indicate that 83 previously recorded cultural resources are located within the study area. Of these 83 resources, seven are prehistoric archaeological sites, one is a prehistoric archaeological isolate, two are multicomponent archaeological sites, one is a historic archaeological site, 69 are historic resource, and two are historic districts. The nearest of the previously recorded prehistoric resources is found 0.35 miles northeast and 0.45 miles west of the Project Site.

Implementation of the Project would include ground disturbing activities, such as grading of the Site for the seven lot single family homes and a debris basin, new road and driveways. As such, the possibility exists that previously unknown archaeological artifacts may be present. To reduce potential impacts to archaeological resources that may be inadvertently discovered during construction, and significant impacts to these resources could occur. Accordingly, to address this impact, mitigation measure **MM CR-2, Archaeological Resources** is required. This measure requires avoidance if there is an inadvertent discovery until a significance determination can be made by a qualified archaeologist, and adherence to appropriate measures if the find is determined to be significant under CEQA. As such, implementation of

²³ *Phase I Environmental Site Assessment, page i, Partner Engineering, Inc., February 2020 (Appendix D).*

²⁴ *Existing Conditions Report, Appendix B, Cultural and Paleontological Resources Assessment for the City of La Verne General Plan Update, Prepared by Cogstone, City of La Verne, June 2018.*

this measure would be reduce the potentially significant impacts to less-than-significant. Therefore, impacts related to archaeological resources would be **less than significant with mitigation incorporated**.

Accordingly, impacts related to conflicts with local policies or ordinances protecting biological resources would be **less than significant with mitigation incorporated**.

Mitigation Measures

MM CR-1 Archaeological Resources Study. A qualified archaeological consultant shall be retained to survey the property for cultural resources prior to the approval of project plans. The report shall include consultation with the Native American Heritage Commission to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

MM CR-2 Archaeological Resources. In the event that archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code §21080.3.2. The archaeologist, the Project Applicant, the City of La Verne's Community Development Director or designee, and interested Native American tribal representative (i.e., those who have expressed an interest in the Project through the Assembly Bill 52 process) shall confer regarding the appropriate disposition of the discovered resource(s). Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the find is determined to be a unique archaeological resource, as defined in Section 15064.5 of the State CEQA Guidelines, the resource shall be recorded and/or removed per applicable guidelines and/or agreed upon disposition of the resource(s).

- c) *Disturb any human remains, including those interred outside of formal cemeteries?* **Less Than Significant Impact.** There are no known human remains within the Project Site. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project Site area, there is always a possibility that human remains could be encountered during construction. Should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If human remains of Native American origin are discovered during Project construction, compliance with State laws, which fall within the jurisdiction of the NAHC (Public Resources Code Section 5097), relating to the disposition of Native American burials would be

²⁵ The Baseline Road Single-Family Residential and Annexation Project Site is immediately adjacent to the City of La Verne's corporate boundary and is included within the City's Sphere of Influence.

required. Therefore, through compliance to existing laws, impacts would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
VI. ENERGY. Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information summarized in this section of the IS/MND is based on *500 East Baseline Road Residential Project Air Quality, Global Climate Change, and Energy Impact Analysis* prepared for the Project by Ganddini Group, which is hereby incorporated by reference. The *Air Quality, Global Climate Change, and Energy Impact Analysis* is provided as *Appendix A* to this IS/MND.

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?* **Less Than Significant Impact.**

Information from the CalEEMod 2016.3.2 Daily and Annual Outputs contained in the Air Quality, Global Climate Change, and Energy Impact Analysis utilized for air quality and greenhouse gas analyses, were also utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demands

The construction schedule is anticipated to occur between October 2021 and April 2023 and be completed in one phase. Staging of construction vehicles and equipment would occur on-site. The approximately eighteen-month schedule is relatively short and the project site is approximately 15.11 net acres.

Construction Equipment Electricity Usage Estimates

Electrical service would be provided by Southern California Edison. Based on the 2017 National Construction Estimator, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The Project plans to develop the site with seven single-family residential dwelling units. The total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately \$1,479.56.

Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of 18 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 hours, with some equipment operating from ~7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day.
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
- Project construction represents a “single-event” for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses (Sections 2 and 4 of the Air Quality, Global Climate Change, and Energy Impact Analysis), the project’s construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB’s 2014 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Project construction activities would consume an estimated 51,329 gallons of diesel fuel. As stated previously, project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 1,016,564 VMT. Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses using information generated using CARB’s EMFAC model. An aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. An estimated 35,582 gallons of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Vendor and hauling during building construction and architectural coating would consume fuel. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 175,950 VMT. Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 8.5 mpg. An estimated 20,700 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately eighteen-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The Project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses, it is assumed that an average trip for autos and light trucks was assumed to be 14.7 miles and 3- 4-axle trucks were assumed to travel an average of 8.7 miles. To present a worst-case scenario, it was assumed that vehicles would operate 365 days per year rather than the more likely 253 days (excluding weekends and up to 8 holidays). The estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

The Project would generate 66 trips per day. The vehicle fleet mix was used from the CalEEMod output. An estimated 18,230 gallons of fuel would be consumed per year for the operation of the proposed project.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Conclusion

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Notwithstanding, the Project proposes residential uses and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies. Therefore, impacts would be **less than significant**, and no mitigation measures would be required.

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? Less than Significant Impact.*

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company. Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards

Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. As discussed in VIII.(b) below, the proposed project is consistent with the CARB Scoping Plan measures. Therefore, the Project would not conflict with or obstruct state or local plans for renewable energy or energy efficiency regarding petroleum-based fuel. Accordingly, impacts would be **less than significant**, and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the 1994 UBC, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following information utilized in this section of the Initial Study is based, in part, on the *Report of Geotechnical Due Diligence Investigation, Proposed New Residential Development, 500 Baseline Road, La Verne Area, County of Los Angeles, California* ("Geotech Report") prepared for the Project by Associated Soils Engineering, Inc., on December 8, 2014, and the Vertebrate Paleontological Records Check for paleontological resources for the proposed Baseline Road SFR and Annex Project in the City of Laverne, Los Angeles County, project area, prepared for the Project by Los Angeles County Natural History Museum, February 24, 2020. These reports are

incorporated by reference. These documents are provided as *Appendix C.1* and *Appendix C.2* to this IS/MND, respectively.

- a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
 - i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **Less Than Significant Impact.***

The California Geological Survey (CGS) designates the zones extending approximately 200 to 500 feet from known active faults as Alquist-Priolo Earthquake Fault Zones. The Project Site is not located in a currently designated Alquist-Priolo Earthquake Fault Zone.²⁶ Nor is the Project within an area of regional faults recommended for further study. The principle source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto, Newport-Inglewood, and Whittier-Elsinore fault zones.²⁷ Accordingly, impacts from fault rupture would be **less than significant** and no mitigation measures would be required.

- ii) *Strong seismic ground shaking? **Less Than Significant Impact.***

A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure or expose people to substantial risk of injury. For the purpose of this issue, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically-induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region.

Southern California is a seismically active region likely to experience, on average, one earthquake of Magnitude 7.0, and 10 earthquakes of Magnitude 6.0 over a period of 10 years. Active faults are those faults that are considered likely to undergo renewed movement within a period of concern to humans. These include faults that are currently slipping, those that display earthquake activity, and those that have historical surface rupture. CGS defines active faults as those which have had surface displacement within Holocene times (about the last 11,000 years). Such displacement can be recognized by the existence of sharp cliffs in young alluvium, un-weathered terraces, and offset modern stream courses. Potentially active faults are those believed to have generated earthquakes during the Quaternary period, but prior to Holocene times.

Several active and potentially active fault zones could affect the Project Site. The principle source of seismic activity is movement along the northwest-trending regional faults such as

²⁶ *Report of Geotechnical Due Diligence Investigation, Proposed New Residential Development, 500 Baseline Road, La Verne Area, County of Los Angeles, California, Associated Soils Engineering, page 5. (Appendix C.1).*

²⁷ *Ibid., page 4. (Appendix C.1)*

the San Andreas, San Jacinto, Newport-Inglewood, and Whittier-Elsinore fault zones. The Project would be designed and constructed in conformance with the California Building Code (CBC) and locally adopted seismic-design-related measures. Further, the Project would be required to implement all design and construction recommendations in the final geotechnical evaluation prepared for the Project. Conformance with standard engineering practices and design criteria would reduce the effects of seismic ground shaking to **less than significant** and no mitigation measures would be required.

iii) *Seismic-related ground failure, including liquefaction?* **Less Than Significant Impact.**

Liquefaction is the loss of strength of cohesionless soils when the pore water pressure in the soil becomes equal to the confining pressure. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The Project Site is not within an area identified by CGS as having a potential for soil liquefaction when subject to a seismic event resembling the maximum probable earthquake.²⁸ Additionally, the Project Site is underlain by alluvial soils over hard bedrock and the historic high groundwater in the vicinity is greater than 150 feet, thus, the potential for liquefaction at the Project Site is very low.²⁹ Accordingly, impacts related to liquefaction would be **less than significant** and no mitigation measures would be required.

iv) *Landslides?* **Less Than Significant Impact.**

Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The natural slopes surrounding the proposed lots ascend to the north and east into the surrounding hills. The natural slopes consist of varying thickness of slopewash overlaying weathered bedrock, over massive, very hard quartz diorite bedrock. The Project Site is not within an area identified by CGS as having a potential for earthquake-induced landslides.³⁰ There is no indication that recent landslides or unstable slope conditions exist on or adjacent to the Project Site that would otherwise result in an obvious landslide hazard to the proposed development or adjacent properties, and as such, the potential for earthquake-induced landslides in the future is considered low.³¹ Further, design parameters established by the most recent CBC would reduce any potential impacts. Therefore, the Project impacts to landslides would be **less than significant** and no mitigation measures would be required.

b) *Result in substantial soil erosion or the loss of topsoil?* **Less Than Significant Impact.**

²⁸ *Ibid.*, page 7 (Appendix C.1).

²⁹ *Ibid.*

³⁰ *Ibid.*

³¹ *Ibid.*

The contractor would be required to comply with standard engineering practices for erosion control. Further, the construction contractor would be required to implement standard dust control measures and construction site stormwater runoff control measures including the implementation of a Storm Water Pollution Prevention Plan (SWPPP) (see 14.10, Hydrology and Water Quality). Conformance with such standards would reduce the potential for substantial soil erosion or the loss of topsoil from the Project Site during the grading and construction phase.

Preparation of an erosion and sediment control plan would be required for the City's review and approval prior to issuance of a grading permit. The plan would outline methods to be implemented to control erosion from graded or cleared portions of the Project Site, including but not limited to use of straw bales, sandbags, soil binders, diversion fences, and/or desilting basins. The plan must be prepared in accordance with the City's grading ordinance, the City's water quality ordinance, and the latest National Pollutant Discharge Elimination System (NPDES) Permit and to the satisfaction of the City Water Quality Engineer. Project conformance with standard engineering practices, CBC requirements, and local engineering design regulations would ensure that Project impacts remain **less than significant**, and no mitigation measures would be required.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* **Less Than Significant Impact.**

Please refer to sections VII.(iii) (Geology/Soils) and VII.(iv) (Geology/Soils) above for a discussion of potential impacts related to liquefaction and landslide, respectively. As detailed, impacts would be less than significant.

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, a liquefiable soil zone must be laterally continuous and unconstrained to move along sloping ground. Due to the negligible potential for liquefaction, lateral spreading is not anticipated to have the potential to occur on-site. Therefore, Project impacts to lateral spreading would be **less than significant**, and no mitigation measures would be required.

Land subsidence is a gradual settling or sudden sinking of the earth's surface owing to subsurface movement of earth materials. Land subsidence is typically caused by compression of soft, geologically young sediments or activities related to fluid extraction (e.g., groundwater, petroleum, or natural gas). No water or oil extractions or similar practices that are typically associated with subsidence effects would occur under the Project. The Project Site is underlain by alluvial soils over hard dioritic bedrock and no soft compressible sediment that would be susceptible to subsidence was encountered during preparation of the Geotech Report. In addition, surface materials that are disrupted/displaced would be balanced and re-compacted on-site during Project construction. Therefore, Project impacts to land subsidence would be **less than significant**, and no mitigation measures would be required.

Soil collapse occurs when sediment moisture content increases substantially, leading to the densification of the soil, which can lead to structural damage from cracking foundations, walls, and floors. Typical causes of soil collapse include infiltration resulting from poor surface drainage, irrigation water, or leaking pipes into low-density, silty sandy soil in semi-arid and arid climates that are not regularly subjected to saturation. The Project Site is underlain by alluvial soils over hard dioritic bedrock and no low-density sediment that would be susceptible to collapse was encountered during preparation of the Geotech Report. The Project would not be expected to cause or accelerate or exacerbate conditions at the Project Site related to soil collapse. Therefore, Project impacts to soil collapse would be **less than significant**, and no mitigation measures would be required.

- e) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property? **Less Than Significant Impact.***

Expansive soils generally result from specific clay minerals that expand when saturated and shrink when dry. Laboratory testing of representative on-site soil samples indicates a very low soil expansion potential.³² Further, adherence to standard engineering practices contained within the most recent UBC would further reduce any risks. Therefore, impacts resulting from exposure of people or structures to potential substantial adverse effects of expansive soil would be **less than significant** and no mitigation measures would be required.

- f) *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 Project does not include the implementation of septic tanks or alternative wastewater disposal systems. The Project would be served by the existing public wastewater system. As such, **no impact** related to septic tanks would occur and no mitigation measures would be required.

- g) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **Potentially Significant Unless Mitigation Incorporated.***

A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or unique geologic features which presently exist within a project site. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the history of the earth and its past ecological settings. These resources are found in geologic strata conducive to their preservation, typically sedimentary formations. Paleontological sites are those areas that show evidence of pre-human activity. Often, they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites are important indications, it is the geologic formations that are the most important since they may contain important fossils. Potentially sensitive areas for the presence of paleontological resources are based on the underlying geologic formation. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area.

³² *Ibid.*, page 11.

Bedrock in the elevated terrain occupying most of the Project Site is composed of intrusive igneous rocks that do not contain recognizable vertebrate fossils. In the less elevated terrain in the southwestern portion of the Project Site surficial material consists of younger Quaternary Alluvium, derived as alluvial fan deposits from the elevated terrain adjacent to the northeast. These younger Quaternary deposits typically do not contain significant vertebrate fossils in the uppermost layers, especially being relatively coarse so close to the source area but they may be underlain by older and possibly finer-grained deposits that do contain significant fossil vertebrate remains. Additionally, the closest vertebrate fossil locality in similar deposits is approximately 6.9 miles south-southeast of the Project Site near the intersection of the Pomona Freeway (State Route 60) and Chino Valley Freeway (State Route 71), which produced a specimen of bison.³³

Excavations in the igneous bedrock exposed in the elevated terrain of most of the Project Site would not uncover any recognizable vertebrate fossils. Shallow excavations in the younger Quaternary Alluvium exposed in the southwestern portion of the Project Site (i.e., where the proposed lots would be concentrated) would not encounter significant vertebrate fossils. Deeper excavations in those latter areas that extend down into older and possibly finer-grained Quaternary deposits, however, may uncover significant vertebrate fossils.³⁴ To reduce potential impacts to paleontological resources that may be inadvertently discovered during construction, mitigation measure **MM GEO 1** is required. This measure requires avoidance if there is an inadvertent discovery until a significance determination can be made by a qualified paleontologist, and adherence to appropriate measures if the find is determined to be significant under CEQA. Therefore, Project impacts to paleontological resources would be **less than significant with mitigation incorporated**.

Mitigation Measure

MM GEO 1: If paleontological resources are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified paleontologist can evaluate the significance of the find. The qualified paleontologist shall also monitor the remaining ground-disturbing activities. Depending upon the significance of the find, the paleontologist may simply record the find and allow work to continue. If the find is determined to be a unique paleontological resource, then a mitigation program shall be developed and implemented in accordance with the provisions of CEQA as well as the guidelines of the Society of Vertebrate Paleontology (1995).

³³ *Vertebrate Paleontology Records Check, Vertebrate Paleontology Section, Natural History Museum of Los Angeles County, February 24, 2020. (Appendix C.2).*

³⁴ *Ibid.*

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information summarized in this section of the IS/MND is based on *500 East Baseline Road Residential Project Air Quality, Global Climate Change, and Energy Impact Analysis* prepared for the Project by Ganddini Group, which is hereby incorporated by reference. The *Air Quality, Global Climate Change, and Energy Impact Analysis* is provided as *Appendix A* to this IS/MND.

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Less Than Significant Impact.**

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. CalEEMod Version 2016.3.2 was used to calculate the GHG emissions from the proposed project. The CalEEMod Annual Output for year 2023 is available in Appendix C of the Air Quality, Global Climate Change, and Energy Impact Analysis.

Background

The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. Area sources include emissions from consumer products, landscape equipment and architectural coatings. Energy usage includes emissions from the generation of electricity and natural gas used on-site. Mobile sources include emissions from the additional vehicle miles generated from the proposed project. Waste includes the GHG emissions generated from the processing of waste from the proposed project as well as the GHG emissions from the waste once it is interred into a landfill. Water includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. The construction-related GHG emissions were also included in the analysis and were based on a 30 year amortization rate as recommended in the SCAQMD GHG Working Group meeting on November 19, 2009. Details on these sources and analysis methodology can be found in Air Quality, Global Climate Change, and Energy Impact Analysis.

Project Greenhouse Gas Emissions

Table 7, Project-Related Greenhouse Gas Emissions, shows that the total for the Project's GHG emissions would be 167.66 MTCO₂e per year. According to the thresholds of significance established above, a cumulative global climate change impact would occur if the GHG

emissions created from the on-going operations of the proposed project would exceed the SCAQMD draft threshold of 3,000 MTCO₂e per year for all land uses. Therefore, the proposed project would not exceed the draft screening threshold of 3,000 MTCO₂e per year for all land uses and operation of the proposed project would not create a significant cumulative impact to global climate change. Impacts would be less than significant and no mitigation measures are required.

Table 7
Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	0.00	1.63	1.63	0.00	0.00	1.64
Energy Usage ²	0.00	28.57	28.57	0.00	0.00	28.70
Mobile Sources ³	0.00	92.65	92.65	0.00	0.00	92.77
Waste ⁴	1.66	0.00	1.66	0.10	0.00	4.12
Water ⁵	0.14	2.91	3.05	0.02	0.00	3.54
Construction ⁶	0.00	36.76	36.76	0.01	0.00	36.89
Total Emissions	1.81	162.53	164.34	0.12	0.00	167.66
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes: (1) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. (2) Energy usage consist of GHG emissions from electricity and natural gas usage. (3) Mobile sources consist of GHG emissions from vehicles. (4) Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills. (5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater. (6) Construction GHG emissions CO ₂ e based on a 30-year amortization rate. Source: CalEEMod Version 2016.3.2 for Opening Year 2023						

- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Less Than Significant Impact.**

The Project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The City of La Verne does not currently have a Climate Action Plan; therefore, the Project has been compared to the goals of the CARB Scoping Plan.

Scoping Plan

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth's atmosphere. However, California's actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California's emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its First Update to the Climate Change Scoping Plan (CARB 2014). This Update identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in **Table 8, Project Consistency with CARB Scoping Plan Policies and Measures**. As shown in Table 8, the project is consistent with the applicable strategies and would result in a less than significant impact.

Table 8
Project Consistency with CARB Scoping Plan Policies and Measures¹

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The proposed project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2019 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The proposed project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the proposed project (that are required to comply with the measures) will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The proposed project will comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to	Project Compliance with Recommended Action

Table 8
Project Consistency with CARB Scoping Plan Policies and Measures¹

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Reduce Greenhouse Gas Emissions	
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the proposed project (that are required to comply with the standards) will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The proposed project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
<i>Source: CARB Scoping Plan (2008 and 2017)</i>	

The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the project would also comply with applicable Green Building Standards and City of La Verne's policies regarding sustainability (as dictated by the City's General Plan). Therefore, Project impacts to applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
IX. HAZARDS & 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information utilized in this section of the Initial Study is based, in part, on the *Phase I Environmental Site Assessment Report, 500 West Baseline Road, La Verne, California 91711* ("Site Assessment") prepared for the Project by Partner Engineering and Science, Inc., on February 18, 2020, which is hereby incorporated by reference. This document is provided as *Appendix D* to this IS/MND.

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **Less Than Significant Impact.**

Construction

Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during construction of the Project. These materials are typical of materials delivered to construction sites. Due to the relatively small scale of proposed development under the Project (seven residential lots), only limited quantities of these materials are expected to be used during construction and, accordingly, they would not be considered hazardous to the public at large. Furthermore, the transport, use, and storage of hazardous materials during construction is regulated by the Los Angeles County Fire

Department, the City of La Verne Fire Department, and the California Occupational Safety and Health Administration. Best management practices (BMPs) for the proper handling, use, and disposal of hazardous materials during construction would be required in accordance with regulatory requirements and manufacturer recommendations (see section *X. Hydrology and Water Quality*, below). Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the *Code of Federal Regulations*, and implemented by Title 13 of the CCR. Therefore, Project impacts related to the transport, use, or disposal of hazardous materials during construction would be **less than significant** and no mitigation measures would be required.

Operation

During Project operations, limited amounts of hazardous material would also be used for routine maintenance that are typical of residential land uses (e.g., paints, cleaning products, landscaping chemicals, heating/cooling system chemicals, etc.). These materials would be substantially similar to household chemicals and solvents already in general and wide use throughout the City and in the vicinity of the Project Site. The level of risk associated with the accidental release of any such hazardous substances would not be considered significant due to the anticipated small volume and/or low concentration of hazardous materials. Furthermore, as is the case during construction, the transport, use, and storage of hazardous materials during project occupation will be regulated by the Los Angeles County Fire Department, the City Fire Department, and the California Occupational Safety and Health Administration. Additionally, transport of hazardous materials by truck and rail on State highways and rail lines will be regulated by the United States Department of Transportation Office of Hazardous Materials Safety as described above. These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. With adherence to regulations pertaining to the handling of hazardous materials, potential exposures of people or the environment through the routine transport, use, or disposal of hazardous materials during operation would be **less than significant** and no mitigation measures would be required.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* **Less than Significant Impact.**

As detailed above, adherence to applicable hazardous materials regulations for their use, storage, and disposal, the Project would not be expected to result in a release of hazardous materials into the environment during construction or operation. However, during the short-term period of Project construction, there is the possibility of accidental release of hazardous substances should grading encounter contaminated soil or groundwater beneath the Project Site.

As previously mentioned, a Phase I Environmental Site Assessment of the Project Site was prepared (*Appendix D*). The purpose of a Site Assessment is to identify environmental

conditions that would indicate the potential existence of contaminated soil, groundwater, or vapor in connection with the Project Site. The southern and southwestern portions of the Project Site were historically used for agricultural purposes (citrus orchard). There is a potential that agricultural related chemicals such as pesticides, herbicides, and fertilizers, may have been used and stored onsite. However, the Project Site has not contained agricultural uses for over 50 years and residual chemicals (if any were present) would have degraded with time. Furthermore, no evidence of stressed vegetation that would indicate the presence of residual agricultural chemicals was observed during the reconnaissance. Therefore, the Site Assessment concluded that the previous agricultural use of the Project Site did not represent an environmental concern for the Project.³⁵

Based on a Site reconnaissance as well as research and interviews with representatives of the public, property ownership, site manager, and regulatory agencies, the Site Assessment did not identify any environmental conditions at the Project Site or in the surrounding areas that would indicate contaminated soil, groundwater, or vapor at the Site.³⁶ Accordingly, the presence of contaminated soils or groundwater that could create a hazard to the public or environment if they were released into the environment when encountered during excavation and grading activities is not considered likely. Therefore, Project impacts related to the release of hazardous materials into the environment would be **less than significant** and no mitigation measures would be required.

- 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.**

No schools are located within 0.25-mile of the Project Site. The nearest school to the Site is the Lutheran High School (3960 Fruit Street), located approximately 0.45-mile to the southwest. Furthermore, as detailed in section IX.(a) (*Hazards and Hazardous Materials*) above, the transport, use, and storage of hazardous materials during construction, operation, and occupation of the proposed residences would be regulated by the Los Angeles County Fire Department and the City Fire Department. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines. Therefore, the Project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25-mile of a school. As such, Project impacts to an existing or proposed school would be **less than significant** and no mitigation measures would be required.

- 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?* **No Impact.**

³⁵ Phase I Environmental Site Assessment Report, 500 West Baseline Road, La Verne, California 91711 ("Site Assessment") prepared for the Project, page 23, Partner Engineering and Science, Inc., February 18, 2020, (Appendix D).

³⁶ Ibid (Appendix D).

The Site Assessment prepared for the Project Site included a search of federal, state, county, and City environmental databases of hazardous materials sites compiles pursuant to Government Code Section 65962.5. The Project Site was not listed on any sites or facilities compiled by these databases. Therefore, **no impact** related to the Project Site's inclusion on lists of hazardous materials site would occur and no mitigation measures 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 result in a safety hazard or excessive noise for people residing or working in the project area?* **No Impact.**

The Project Site is not located within an airport land use plan or within two miles of an airport. The nearest airport to the Project Site is Brackett Field, a general aviation airport, located approximately 2.4 miles to the southwest. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area. Therefore, **no impacts** would occur and no mitigation measures would be required.

- f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **Less than Significant Impact.**

The Project Site is located along Baseline Road and 700 feet north of SR 210, both of which are Los Angeles County-designated disaster routes.³⁷ Baseline Road is also an emergency evacuation route as designated by the City.³⁸

Construction and staging would occur entirely within the boundaries of the Project Site and accordingly, no road closures or lane re-routing would be required. Furthermore, the Project Site is currently vacant and no pass-through traffic, including emergency vehicle traffic, that would be affected by construction vehicles occurs. In addition, since first responders already patrol the Project vicinity and surrounding areas, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would minimize traffic delays and maintain emergency vehicle passage and access.

The Project does not propose any hazardous land uses or off-site improvements that would create elements or conditions that may potentially impair implementation of or physically interfere with the adopted emergency response plan. The Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. Project access and circulation design would be subject to review and approval by the City Fire and Police Departments, City Traffic Engineer, and Public Works Department during the City's precise plan review process. The fire chief may impose additional requirements to ensure protection of life and property, including, but not limited to, additional fire hydrants, increased turnaround ability,

³⁷ Los Angeles County Department of Public Works, Disaster Route Maps, City of La Verne, June 30, 2008, website: <https://dpw.lacounty.gov/dsg/DisasterRoutes/map/La%20Verne.pdf>.

increased sprinkler density and coverage, and additional means of access/egress. Through compliance with Section 18.68.030 of the City Municipal Code,³⁹ Project impacts related to emergency access would be **less than significant** and no mitigation measures would be required.

- g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?* **Less Than Significant Impact.**

The Project Site is current included in the State Responsibility Area,⁴⁰ which designates the Site as within the Very High Fire Hazard Severity Area.⁴¹ The Project proposes an annexation of the Site to the City. Accordingly, the fire protection services of Project Site would transfer to the La Verne Fire Department, which calculated the fire potential of the Project Site and vicinity as high.⁴²

Owners of the proposed residences would be required to maintain defensible space per regulation found in the City of La Verne Municipal Code, Chapter 18.68 HDOZ or the California Public Resources Code 4291 as applicable. Guidance for defensible space maintenance such as fuel treatment levels and vegetation management are provided in the City's Community Wildfire Protection Plan. The La Verne Fire Marshal is assigned responsibility for conducting a thorough review of this plan at 5-year intervals. In addition, the residences would contain automatic sprinklers pursuant to California Residential Building Code Section 313. Fire prevention in development within the City is addressed through compliance with state and local building codes. The Department of Community Development enforces compliance with building codes through extensive plan review prior to the issuance of building permits. The Project would be required to implement all changes pertaining to fire safety proposed by the City and fire department during plan review. Residences built to modern fire resistant standards can reduce losses due to wildfire.⁴³ Accordingly, the Project would comply with current building codes as well as regulations regarding maintenance of defensible space and would not directly or indirectly expose people or structures to significant risk of loss involving wildland fires. Impacts would be **less than significant** and no mitigation measures would be required.

³⁸ City of La Verne, Community Development Department, General Plan, adopted: December 7, 1998, Map PS-3, Emergency Evacuation Plan.

³⁹ Pursuant to Section 18.68.030, traffic roadways shall be at least 20 feet wide and passable in all weather. Additionally, dead-end roads shall not exceed 700 feet in length when serving land zoned for residential uses having a density of more than four dwelling units per acre, and shall not end in turnarounds approved by the fire chief to accommodate the needs of fire apparatus.

⁴⁰ California Board of Forestry and Fire Protection, State Responsibility Area Viewer, available at: <https://calfire-forestry.maps.arcgis.com/home/webmap/viewer.html?webmap=73510b7d74ee410fbfd9e73725ddad04>, accessed April 2020.

⁴¹ California Board of Forestry and Fire Protection, Fire Hazard Severity Zones in SRA Map, Los Angeles County, adopted: November 7, 2007, available at: https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed: April 2020.

⁴² City of La Verne, Community Wildfire Protection Plan, February 20, 2014, Figure 13: La Verne's Fire Hazard Rating Map.

⁴³ City of La Verne, Community Wildfire Protection Plan, February 20, 2014, page 24.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off- site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information utilized in this section of the Initial Study is based, in part, on the *Hydrology Report for Tentative Tract No. 82011, 500 Baseline, Laverne, CA* ("Hydrology Report") prepared for the Project by Land Design Consultants, Inc., on February April 24, 2019, which is hereby incorporated by reference. This document is provided as *Appendix E* to this IS/MND.

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?* **Less Than Significant Impact.**

The Project Site is located within the Upper San Gabriel River Watershed. Only one waterbody within the City, San Jose Creek Reach 2, is listed under the Clean Water Act 303(d) as impaired and/or threatened by coliform bacteria.⁴⁴

⁴⁴ California Environmental Protection Agency, State Water Resources Control Board, Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report) for Impaired Waterbodies.

Construction

In accordance with the Clean Water Act, construction involving over one acre of ground disturbance would be subject to National Pollution Discharge Elimination System (NPDES) requirements and must implement a Storm Water Pollution Prevention Plan (SWPPP) during construction. The City regulates storm water discharge in accordance with the NPDES permit through Chapter 13.50 (Stormwater and Urban Runoff Pollution Control) of the City Municipal Code. The City is a co-permittee under the Los Angeles Regional Water Quality Control Board (LARWQCB) NPDES Permit No. CAS004001, as amended, also known as the Municipal Separate Storm Sewer System or MS4 permit. Coverage under the City's MS4 permit includes submittal of a Notice of Intent (NOI) application to the State Water Resources Control Board (SWRCB), the receipt of a Waste Discharge Identification Number from SWRCB, and the preparation of an SWPPP for construction discharges pursuant to the NPDES.

Clearing and grading activities may disturb vegetation and surface soils, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, soil could be subject to additional wind and water erosion. However, in accordance with the required SWPPP, during grading and construction, the Project would be required to use a series of best management practices to reduce erosion and sedimentation. These measures may include the use of gravel bags, silt fences, hay bales, check dams, hydroseed, and soil binders. The construction contractor would be required to operate and maintain these controls throughout the duration of onsite activities pursuant to City Municipal Code Section 13.50.150. Notification (standard condition **SC HYD- 1**) and the creation/implementation of an SWPPP (standard condition **SC HYD-2**) would ensure all impacts related to erosion and sedimentation from demolition, grading, and construction activities would be **less than significant** and no mitigation measures would be required.

Operation

A Standard Urban Storm Water Mitigation Plan for Municipal Storm Water and Urban Runoff Management Programs in Los Angeles County (SUSMP) would be required during operation of the Project because it would develop single family hillside residences and is located within an environmentally sensitive area. In accordance with SUSMP requirements, new development is required to meet or exceed pre-Project conditions for storm water discharge. The Project would be required to retain any additional runoff onsite and discharge it into the storm drain system at rates that do not exceed pre-Project conditions. To address potential water contaminants, SUSMPs include best management practices for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Various techniques may be implemented to mitigate potential impacts to storm water and groundwater. The City's Municipal Code defines and establishes requirements for the Project best management practices.⁴⁵ The SUSMP must be incorporated by reference or attached to the

⁴⁵ Section 13.50.150 of the City Municipal Code requires that all best management practices required as a condition of any approval for construction activity shall be maintained in full force and effect during the term of the Project, unless otherwise authorized by the authorized enforcement officer, the Community Development Director or designee or Building Official. BMPs are defined in Section 13.60.040 of the Municipal Code as, "... practices or physical devices

Project's SWPPP as the Post-Construction Management Plan, as identified in standard condition **SC HYD-3** and, thus, Project impacts would be **less than significant** and no mitigation would be required.

Standard Conditions

No mitigation is required; however, the following Standard Conditions (SC) are suggestions and subject to the approval by the City Engineer.

SC HYD-1 Prior to the issuance of a demolition permit and/or grading permit, the project proponent shall file and obtain a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) in order to comply with the National Pollution Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This condition shall be implemented to the satisfaction of the Director of the City of La Verne Public Works Department and the Community Development Director or designee, as appropriate.

SC HYD-2 SWPPP. Prior to the issuance of a demolition permit and/or grading, the Project Applicant shall submit to and receive approval from the City of La Verne a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control onsite and offsite erosion during the entire construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices to control sediment and non-visible discharges from the Site. The SWPPP shall include inspection forms for routine monitoring of the Site during both the demolition and construction phases to ensure National Pollution Discharge Elimination System (NPDES) General Construction Storm Water Permit compliance and that additional best management practices and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous demolition and construction period based on funding availability. The SWPPP shall be kept on Site for the entire duration of Project construction and shall be available to the

or systems designed to prevent or reduce pollutant loading from storm water or non-storm water discharges to receiving waters, or designed to reduce the volume of storm water or non-storm water discharged to the receiving water" and in Section 13.50.010 as, "... storm water and urban runoff pollution control practices designed to reduce the pollutants contained in discharges to receiving waters or subsurface groundwaters." Section 13.60.110 of the City Municipal Code further states, "... a maintenance covenant is required for all projects on private property and shall be submitted to the city for review by the city engineer and designee, and if necessary, city attorney. The designers may select any combination of storm water BMPs which meet the performance standards provided in this section and identified in the Los Angeles County Municipal Storm Water Permit No. R4-2012-0175 and any amendment, revision, or reissuance thereof. A formal maintenance plan shall be included in the maintenance covenant."

Los Angeles Regional Water Quality Control Board (LARWQCB) for inspection at any time. Best management practices to be implemented may include the following:

- Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the best management practices shall be periodically inspected during demolition and construction, and repairs shall be made when necessary as required by the SWPPP.
- Materials that have the potential to contribute to non-visible pollutants to storm water shall not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.
- All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps.
- The construction contractor shall be responsible for performing and documenting the application of best management practices identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of La Verne and the representatives of the LARWQCB. In the event that it is not feasible to implement specific best management practices, the City of La Verne can determine that other best management practices will provide equivalent or superior treatment either on or off site.

This condition shall be implemented to the satisfaction of the City Engineer and the Community Development Director or designee, as appropriate.

SC HYD-3 SUSMP. Prior to the issuance of a grading permit, the Project Applicant shall submit a Standard Urban Storm Water Mitigation Plan for Municipal Storm Water and Urban Runoff Management Programs in Los Angeles County (SUSMP) to the City of La Verne for review and approval. The Project shall implement project design features identified in the SUSMP. The SUSMP shall demonstrate that the proposed development plan includes best management practices for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Best Management Practices shall be designed and implemented to retain the Project Site's minimum design capture volume and hydromodification volume to ensure post-development storm water runoff volume or time of concentration does not exceed pre-development storm water runoff. Periodic maintenance of any required bioretention basin and landscaped areas during Project occupancy and operation shall be in accordance with the schedule outlined in the SUSMP. This condition shall be implemented to

the satisfaction of the City Engineer and the Community Development Director or designee, as appropriate.

The Project would include rooftop downspouts that discharge storm water into vegetated swales and other permeable landscaped surfaces. Flows from the proposed residential lots and roadways would be directed into onsite vegetated bioretention areas and biofiltration systems to reduce pollutant loads and ensure post-development runoff volumes do not exceed pre-Project conditions.

Based on the above, implementation of the Project would not preclude City compliance with SWRCB treatment requirements. Pursuant to Chapter 13.60 (Low Impact Development) of the City's Municipal Code, the Project would be required to demonstrate adequate drainage systems, and would be conditioned to comply with applicable NPDES, SWPPP, and SUSMP requirements to ensure that water quality is maintained to federal, state, and local standards. Proper engineering design and construction in conformance with the requirements of the City, the intent of the NPDES Permit for Los Angeles County and the incorporated cities of Los Angeles County (MS4 permit), SWRCB treatment requirements, and Project-specific recommendations outlined in SUSMP are routine actions conditioned by the City. Adherence to Chapter 13.60 (Low Impact Development) of the City Municipal Code, the intent of the NPDES Permit for Los Angeles County and the incorporated cities of Los Angeles County (MS4 permit), and NPDES, SWPPP, and SUSMP (i.e., standard conditions **SC HYD-1** through **SC HYD-3**) would ensure impacts related to surface or groundwater quality or waste discharge remain **less than significant** and no mitigation would be required.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
Less Than Significant Impact.

The Project Site is currently outside the corporate boundaries of the City although within its Sphere of Influence.⁴⁶ Though the Project Site is outside the City's corporate boundaries, it's within the City's boundary area for water service.⁴⁷ Implementation of the Project would involve annexation into the City of La Verne. The proposed grading of approximately 5.59 acres (243,130 square feet) for the seven lot subdivision would be served by the City of La Verne's Department of Public Works, Water and Utility Division for water service.

As discussed in section *XIX.(b)(Utilities and Service Systems)* below, domestic water for the Project Site would be provided by the City of La Verne through a combination of groundwater and imported water. Groundwater is extracted from Six Basins⁴⁸ in accordance with the Six Basins Judgement, which defines adjudication for these basins to ensure safe operating yield and avoidance of groundwater over-extraction. The Six Basins Judgement is overseen by the

⁴⁶ City of La Verne Draft 2015 Urban Water Management Plan, Figure 1, Service Area Map, page 13, City of La. Verne, May 2016

⁴⁷ Ibid.

⁴⁸ The Six Basins are comprised of the Ganesha, Live Oak, Pomona, Lower Claremont Heights, Upper Claremont Heights, and Canyon Basin.

Six Basins Watermaster. According to the Six Basins Judgement, the City has a right to 7.601 percent of the safe operating yield from the Canyon Basin, Upper Claremont Heights Basin, Lower Claremont Heights Basin, and Pomona Basin and “the right to produce as much groundwater as it may reasonably withdraw from the Two Basins Area on an annual basis so long as it does not substantially injure the rights of any other” parties identified in the Six Basins Judgement.”⁴⁹ Imported water is purchased from the Three Valleys Municipal Water District, which pumps groundwater from the Six Basins and is also subject to the safe operating yield requirements of the Six Basins Judgement, and the Metropolitan Water District of Southern California, which does not own or control groundwater basins itself, but collaborates with member agencies and groundwater basin managers within its service area to replenish local groundwater basins and sponsor various groundwater storage programs, including, cyclic storage programs, long-term replenishment storage programs, and contractual conjunctive use programs.

Based on the historic high groundwater level for the general vicinity (150 feet below the ground surface),⁵⁰ the Project would not encounter groundwater and, accordingly, would not require temporary dewatering during construction nor permanent dewatering during operation. Furthermore, as discussed above, potable water would be supplied to the Project by the City of La Verne from existing entitlements and direct withdrawals of groundwater would not be required or proposed. The Project would also be required to comply with the water use reduction requirements of CalGreen, such as low-flow fixtures.

With regard to groundwater recharge, the 19.44-acre Project Site is currently entirely pervious and the Project would add approximately 1.67 acres of impervious surfaces in the form of single-family residences, roadways, driveways, and a debris basin. However, the Project Site is not within a designated groundwater recharge area and the amount of new impervious surface would not exceed 9 percent of the total Site area. Furthermore, as required by SUSMP requirements and Chapter 13.60 (Low Impact Development) of the City Municipal Code and established in Standard Condition HYD-3 above, the Project would be required to implement best management practices that ensure that the volume and rate of stormwater discharge post-development does not exceed pre-development volume and rate. In accordance with these requirements, as detailed in section X.(a)(*Hydrology and Water Quality*) above, the Project would install vegetated bioretention areas within each lot and biofiltration systems to retain stormwater onsite and allow it to infiltrate.

Based on the above, the Project would not include direct withdrawals of groundwater and would receive potable water from service providers that are required to evaluate and adhere to safe yield withdrawal policies designed to prevent over-extraction of the groundwater basins they withdraw from. In addition, although the Project would increase the amount of impervious surface at the Site, the best management practices required by the Project’s SUSMP and Chapter 13.60 (Low Impact Development) of the City Municipal Code would promote the

⁴⁹ City of La Verne Draft 2015 Urban Water Management Plan, page 34, City of La Verne, May 2016

⁵⁰ Report of Geotechnical Due Diligence Investigation, Proposed New Residential Development, 500 Baseline Road, La Verne Area, County of Los Angeles, California, Associated Soils Engineering, page 4. (Appendix C).

retention and infiltration of stormwater onsite. Accordingly, Project impacts related to groundwater recharge would be **less than significant** and no mitigation measures would be required.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) *result in substantial erosion or siltation on- or off-site?* **Less Than Significant Impact.**

Construction

Construction of the Project would alter the existing drainage pattern of the Site and would disturb vegetated surfaces, potentially exposing onsite soils to erosion and siltation. However, pursuant to standard condition **SC HYD-2** detailed under section X.(a) above, the Project would be required to prepare and receive approval from the City on a SWPPP prior to the issuance of a grading permit. The SWPPP is required to include a surface water control plan and erosion control plan citing specific measures to control onsite and offsite erosion during the entire construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices to control sediment and non-visible discharges from the Site.

Operation

Surface water flows in the northern portion of the Project Site (Area A) currently drain in a southwesterly direction to a channel along the western property line. Surface flows in the southern portion of the Site (Areas B and C) currently drain to the Caltrans channel along Baseline Road adjacent to the southern boundary of the Site.⁵¹ The Project would not alter the drainage pattern of Area A. As part of the development in the southern portion of the Site, the Project would add approximately 1.67 acres of impervious surfaces and direct flow into a debris basin and catch basins which would direct the flows to existing Caltrans storm drains located within Baseline Road. However, as described in section X.(a) above, in accordance with standard condition **SC HYD-3**, the Project's SUSMP would include the installation of LID BMPs to capture and retain stormwater flow onsite and would be required to prevent any increase in stormwater runoff compared to existing conditions. The installed BMP systems would consist of vegetated bioretention areas within each lot and biofiltration systems and would be designed with an internal bypass or overflow system, which would have no contact with exposed soils or erodible surfaces that would generate siltation if exposed to surface water runoff.

Although the Project would alter the existing drainage patterns of the Site and increase the amount of impervious surface, implementation of standard conditions **SC HYD-2** and **SC HYD-3** would reduce the impacts. Therefore, Project impacts related to erosion or siltation

⁵¹ *Hydrology Report for Tentative Tract No. 82011, 500 Baseline, Laverne, CA ("Hydrology Report"), page 1 Land Design Consultants, Inc., February April 24, 2019, page 1 (Appendix E).*

would be **less than significant** with implementation of standard conditions **SC HYD-2** and **SC HYD-3** and no mitigation measures would be required.

- (ii) *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* **Less Than Significant Impact.**

As detailed in section X.(c)(i) (*Hydrology and Water Quality*) above, during construction of the Project, alteration of the existing onsite drainage pattern would occur from site preparation and grading, however, these changes would not result in a substantial increase in the rate or amount of surface runoff that could result in flooding due to stringent controls imposed under the NPDES Permit, including preparation of a SWPPP and BMPs for the control of runoff pursuant to standard condition **SC HYD-2**.

Additionally, as also discussed in section X.(c)(i) (*Hydrology and Water Quality*) above, although the Project would alter the existing drainage patterns of the Site, the Project would be required to comply with the requirements of the NPDES permit and Chapter 13.60 (Low Impact Development) of the City Municipal Code, which result in and require a reduction of the volume of runoff from the Project Site when compared to existing conditions. Surface water flows in the northern portion of the Project Site (Area A) currently drain in a southwesterly direction to a channel along the western property line. Surface flows in the southern portion of the Site (Areas B and C) currently drain to the Caltrans channel along Baseline Road adjacent to the southern boundary of the Site.⁵² The Project would not alter the drainage pattern of Area A. As part of the development in the southern portion of the Site, the Project would add approximately 1.67 acres of impervious surfaces and direct flow into a debris basin and catch basins which would direct the flows to existing Caltrans storm drains located within Baseline Road. However, as described in section X.(a) above, in accordance with standard condition **SC HYD-3**, the Project's SUSMP would include the installation of BMPs to capture and retain stormwater flow onsite and would be required to prevent any increase in stormwater runoff compared to existing conditions. The installed BMP systems would consist of vegetated bioretention areas within each lot and biofiltration systems and would be designed with an internal bypass or overflow system that would prevent upstream (i.e., onsite) flooding during large storm events. **Table 9, Existing and Proposed Drainage Comparison**, shows a comparison of the pre- and post-peak flow rates for the Project Site.

Table 9
Existing and Proposed Drainage Stormwater Runoff Comparison

Drainage Area	Pre-Project Q50 (cfs)	Post-Project Q50 (cfs)	Change from Existing to Proposed Condition (cfs)
A	50.54	50.54	0.00
B	132.92	118.73	(14.19)
C	16.48	11.52	(4.96)

⁵² *Ibid.*

Table 9
Existing and Proposed Drainage Stormwater Runoff Comparison

Drainage Area	Pre-Project Q50 (cfs)	Post-Project Q50 (cfs)	Change from Existing to Proposed Condition (cfs)
Total	199.94	180.79	(19.15)
<i>Notes: cfs= cubic feet per second. Source: Hydrology Report, Tentative Tract No. 820001, 500 Baseline, La Verne Technical Report, Land Design Consultants, April 24, 2019 (Appendix E).</i>			

As shown in Table 9, although the Project would alter the drainage pattern of the Site and increase the amount of impervious surface, there would be a decrease in the volume and rate of surface runoff of 19.15 compared to existing conditions. Therefore, the Project would not result in offsite flooding.

Although the Project would alter the existing drainage patterns of the Site and increase the amount off impervious surface, implementation of standard conditions **SC HYD-2** and **SC HYD-3** would reduce the impacts. Therefore, Project impacts related to onsite or offsite flooding would be **less than significant** with implementation of standard conditions **SC HYD-2** and **SC HYD-3** and no mitigation measures would be required.

- (iii) *create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
Less Than Significant Impact.

As detailed in section X.(c)(i) (*Hydrology and Water Quality*) above, during construction of the Project, alteration of the existing onsite drainage pattern would occur from site preparation and grading, however, these changes would not result in a substantial increase in the rate or amount of surface runoff that could exceed the capacity of stormwater drainage systems due to stringent controls imposed under the NPDES Permit, including preparation of a SWPPP and BMPs for the control of runoff pursuant to standard condition **SC HYD-2**. The SWPPP would also detail BMPs to be implemented to reduce/eliminate adverse water quality impacts resulting from construction activities.

Additionally, as also in section X.(c)(i) (*Hydrology and Water Quality*) above, although the Project would alter the existing drainage patterns of the Site, the Project would be required to comply with the requirements of the NPDES permit and Chapter 13.60 (Low Impact Development) of the City Municipal Code, which result in and require a reduction of the volume of runoff from the Project Site when compared to existing conditions. As shown in Table 9 in section X.(c)(ii) (*Hydrology and Water Quality*) above, in accordance with these reduction requirements stipulated in standard condition **SC HYD-3**, although the Project would alter the drainage pattern of the Site and increase the amount of impervious surface, there would be a decrease in the volume and rate of surface runoff of 19.15 compared to existing conditions. Accordingly, the existing stormwater drainage would have sufficient capacity to receive the Project's post-development runoff. The Project's vegetated bioretention areas within each lot and biofiltration systems would also promote infiltration of stormwater, preventing additional sources of polluted runoff from reaching the existing

stormwater drainage. Periodic maintenance of these retention/infiltration systems would be required by the SUSMP.

Although the Project would alter the existing drainage patterns of the Site and increase the amount off impervious surface, implementation of standard conditions **SC HYD-2** and **SC HYD-3** would reduce the impacts. Therefore, Project impacts related to stormwater drainage system would be **less than significant** with implementation of standard conditions **SC HYD-2** and **SC HYD-3** and no mitigation measures would be required.

*(iv) impede or redirect flood flows? **Less Than Significant Impact.***

As further detailed in below under section X.(d) (*Hydrology and Water Quality*) below, the Project Site would not be susceptible to flooding from streams, tsunamis, seiche, or inundation of nearby reservoirs and dams. However, according to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone D – Other Areas, which is a designation for areas where flood hazards are undetermined but possible.⁵³

As previously discussed, the Project would alter the alter the drainage pattern of the southern portion of the Site, including through the addition of impervious surfaces. The Project does not propose any structures which would impede floodwater such as a dam or berm; however, the Project would include a debris basin (approximately 2.66 acres) in order to capture and convey stormwater flow to the existing offsite drainage system in a manner that does not result in downstream flooding. The Project would be required to comply with the flood hazard reductions requirements of the City's Municipal Code Section 15.40.150, Standards of construction and Section 15.40.160, Standards for subdivisions or other proposed new development under Article V, Provisions for Flood Hazard Reduction. These requirements are designed to ensure that, among other things, development and utilities are designed and constructed to resist flood damage and adequate drainage is provided. The City of La Verne has adopted by policy the 1991 Los Angeles County Department policy on levels of flood protection. This policy contains the Federal Flood Insurance Agency protection standard that require the finish floor elevation of proposed new dwellings be a minimum of 1 foot above the water surface elevation of a 100-year flood. With proper design and construction of Project structures and drainage, although the Project would alter the existing drainage patterns of the Site and increase the amount of impervious surface, the Project would not impede or redirect flood flows. Therefore, Project impacts related to flood flows would be **less than significant** and no mitigation would be required.

*d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? **Less than Significant Impact.***

Four major streams drain from the San Gabriel Mountains and flow into La Verne: San Dimas Creek; Marshall Canyon Creek; Live Oak Creek; and Thompson Creek. However, there is no

⁵³ Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County and Incorporated Areas, Panel 1725F, FEMA Map Number 06037C1725F, effective September 26, 2008.*

history of any significant flooding or damage caused by any of the main creeks in the City of La Verne,⁵⁴ and none cross through the Project Site. The Project Site is located over 30 miles northeast of the Pacific Ocean and would, therefore, not be susceptible to tsunamis. No large, open bodies of water are located on or adjacent to the Project Site that would pose a seiche hazard at the Site. In addition, the Project Site is located outside of the inundation area of Live Oak Reservoir, located approximately 0.75-mile to the northeast, and San Dimas Dam, located approximately 2.25 miles to the northwest.⁵⁵ However, according to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone D – Other Areas, which is a designation for areas where flood hazards are undetermined but possible.⁵⁶

However, the Project proposes residential land uses, which do not represent the type of use that would otherwise degrade water quality (e.g., an industrial land use that would use or dispose of large amounts of hazardous materials or waste). Anticipated and potential pollutants generated by the Project would be limited to those typical of the proposed land uses and include pesticides, cleaning products, trash, and oil/grease. Hazardous materials required for maintenance and operation, such as cleaning and lubricating solutions, would be properly stored and handled as to avoid spilling contents in an area that may encounter flood water. Therefore, the Project would not risk release of pollutants due to inundation. Therefore, Project impacts would be **less than significant** and no mitigation measures would be required.

- e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?* **Less than Significant Impact.**

Water Quality Control Plans

Water quality control plans applicable to the Revised Project include the Los Angeles Regional Water Quality Control Board's (LARWQCB) *Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan). Adopted by LARWQCB, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Construction and operation of the Project would involve activities that have the potential to conflict with the water quality goals in the Basin Plan through the spread of contaminants into surface or groundwater supplies. However, as previously detailed, construction of the Project is not expected to encounter groundwater and would prevent the spread of contaminants into

⁵⁴ City of La Verne, *Natural Hazard Mitigation Plan for the City of La Verne California*, adopted: November 24, 2004, as amended, page 8-4.

⁵⁵ California Department of Water Resources, Division of Safety of Dams, *California Dam Breach Inundation Interactive Maps*, available at: <https://fmds.water.ca.gov/maps/damim/>, accessed on: April 2020.

⁵⁶ Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County and Incorporated Areas, Panel 1725F, FEMA Map Number 06037C1725F*, effective September 26, 2008.

surface water through adherence to applicable regulations and BMPs for the handling and storing of hazardous materials, and the requirements of the NPDES Permit, including implementation of an SWPPP for the prevention of erosion and spread of polluted runoff. These regulations and practices effectively control the potential stormwater pollution to surface water during construction. Furthermore, the proposed residential land uses do not represent the type of use that would have the ability to adversely affect water quality. Anticipated and potential pollutants generated by operation of the Project would be addressed through the implementation of approved SUSMP BMPs, such as vegetated bioretention areas within each lot and biofiltration systems. While development of new uses would increase the use of onsite hazardous materials (i.e., those typically used on residentially zoned properties such as pesticides, cleaning products, trash, and oil/grease), compliance with all applicable existing regulations at the Project Site regarding the handling, storage, and potentially required cleanup of hazardous materials would prevent the Project from affecting or expanding any potential areas of contamination, increasing the level of contamination, or causing regulatory water quality standards at an existing production well to be violated. In addition, operation of the Project is not expected to require direct groundwater extraction either through permanent dewatering or for water supply use.

Groundwater Management Plans

With regard to groundwater management plans, on September 16, 2014, the State of California signed into law the Sustainable Groundwater Management Act (SGMA). Comprised of three bills, AB 1739, SB 1168, and SB 1319, the SGMA provides a framework for long-term sustainable groundwater management across California and requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the roadmap laid out by the legislation, local and regional authorities in medium and high priority groundwater basins have formed Groundwater Sustainability Agencies (GSAs) that will oversee the preparation and implementation of a local Groundwater Sustainability Plan (GSP). Local stakeholders have until 2022 (in critically over drafted basins until 2020) to develop, prepare, and begin implementation of Groundwater Sustainability Plans. GSAs will have until 2042 (2040 in critically over drafted basins) to achieve groundwater sustainability.

The Project Site does not overlie a groundwater basin designated as critically over drafted,⁵⁷ and, as such, no GSA has been formed to develop a GSP for its management as of yet. The Project would receive its water from the City of La Verne through a combination of groundwater and imported water from the Three Valleys Municipal Water District and the Metropolitan Water District of Southern California, all of which have programs in place to prevent overdrafting of the groundwater basins they withdraw from. Groundwater is extracted from Six Basins⁵⁸ in accordance with the Six Basins Judgement, which defines adjudication for these basins to

⁵⁷ California Department of Water Resources, Bulletin 118, *Critically Overdrafted Basins, Data Viewer Interactive Map*, available at: <https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#boundaries>, accessed: April 2020.

⁵⁸ The Six Basins are comprised of the Ganessa, Live Oak, Pomona, Lower Claremont Heights, Upper Claremont Heights, and Canyon Basin.

ensure safe operating yield and avoidance of groundwater over-extraction. The Six Basins Judgement is overseen by the Six Basins Watermaster. Imported water is purchased from the Three Valleys Municipal Water District, which pumps groundwater from the Six Basins and is also subject to the safe operating yield requirements of the Six Basins Judgement, and the Metropolitan Water District of Southern California, which does not own or control groundwater basins itself, but collaborates with member agencies and groundwater basin managers within its service area to replenish local groundwater basins and sponsor various groundwater storage programs, including, cyclic storage programs, long-term replenishment storage programs, and contractual conjunctive use programs.

Water suppliers are required to address water supply needs through preparation of an Urban Water Management Plan (UWMP), which projects future water use demands and identifies water supplies to meet these demands and is updated every five years. As described in section *XIX.(b) (Utilities and Service Systems)* below, the Project's water demand would be within the projections of the UWMP and the Project would be required to implement water saving features to reduce the amount of water used by the Project in accordance with water conservation measures, including Title 20 and 24 of the California Administrative Code. Furthermore, as previously discussed, neither construction nor operation of the Project is anticipated to encounter groundwater, therefore, the extraction of groundwater would not be required. Additionally, as detailed in section *X.(b) (Hydrology and Water Quality)* above, although the Project would increase the amount of impervious surface at the Site, it would not substantially interfere with groundwater recharge as the Site is not a designated recharge area and in accordance with the requirements of the SUSMP for LID design, the Project would be required to capture and infiltrate stormwater flows onsite.

Accordingly, based on the above, the Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, Project impacts would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Physically divide an established community?* **No Impact.**

The Project Site is located to the east of existing residential development and west of Broken Spur Road. Residential uses are located to the east of Broken Spur Road and south of Baseline Road. The Project would not remove any access or physically divide an established community. The Project Site is located adjacent to existing developed areas (to the west, south, and east) and no streets or sidewalks would be permanently closed as a result of the development of the

Project. No separation of uses or disruption of access between land use types would occur as a result of the Project. Therefore, implementation of the Project would not disrupt or divide the physical arrangement of the established community. Thus, **no impact** would occur and no mitigation measures would be required.

- b) *Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*
Less Than Significant Impact.

The Project Site is currently undeveloped. The Project proposes annexation of the approximately 19.44-acre site from Los Angeles County into the City of La Verne, subdivision of the Project Site into nine parcels, and construction of seven single-family residences, associated infrastructure, and a debris basin. Approximately, 5.59 acres of the parcel would be subdivided into seven lots, each containing a single-family dwelling unit and attached garage. An additional eighth lot would be designated as a debris basin (approximately 2.66 acres) and approximately 10.75 acres would be dedicated to open space. The lot sizes would vary from 10,091 to 152,123 square feet for the developed lots. The dwelling units would range in size from 4,563 square feet to 7,628 square feet. The Project would require a General Plan Amendment from Light Agriculture to Hillside Residential and a rezoning from A-1-15000 to PR3D – Planned Residential 3 D.U. per Acre Detached. Urban residential development designated by the City's General Plan as Hillside Residential and zoned PR3D is located immediately adjacent to the west and south across W. Baseline Road. Undeveloped areas to the northwest in the City are zoned as PR2D.

Land use plans, policies, and regulations in the City that include policies applicable to the Project include the 1998 City of La Verne General Plan and the City's Municipal Code. The City is in the process of updating its General Plan. Until a new General Plan is adopted, the 1998 General Plan is considered the applicable plan. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to an environmental impact analysis.

City of La Verne General Plan

The Project Site is subject to the development regulations and policies set forth in the City of La Verne General Plan. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements, including Land Use, Transportation, Resource Management, Noise, Cultural Resources, Community Facilities, Housing, Public Safety, Economic Development, and Community Design. Overall, the Land Use Element of the General Plan guides land use development at a local level. The City's 2014-2021 Housing Element is a part of the General Plan and establishes policies, procedures and incentives in its land use planning and development activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in La Verne.

The General Plan includes policies related to smart growth and annexations. The Project would be consistent with these policies by being reviewed for environmental impacts and comply with the Annexation Chapter of the City's Municipal Code (Policy LU 1.1.e, 1.1.i, 1.1.k, 1.2.c, 1.2.f, and 1.2.h). The General Plan also includes policies related to Hillside Development. The Project would be consistent with policies protecting hillside development areas and trees by limiting development to the southern portion of the Project Site (Policies LU 2.1, 2.3, 4.1, 4.2, 5.1, and 5.2) and mapping and documenting trees on the Project Site and mitigating for tree loss (Policy LU 2.4). The Project would include remove up to 3.7 acres of vegetation in compliance with Los Angeles County Fire Department requirements and consistent with General Plan Policy LU 2.5.a, 2.5.b, 2.5.e, and 2.5.g). The Project would be consistent with policies related to neighborhood character by developing low-density, single-family residential uses that are compatible with the surrounding residential character (Policies LU 3.1, 3.2).

The Project would be consistent with the Housing Element Policy 4.1 which states that the City shall provide for a range of residential development types in the City, including low-density single-family homes. The City has a Regional Housing Needs Allocation (RHNA) allocation of 562 housing units, including 233 units for above moderate-income households. The Project would assist the City with fulfilling this allocation. Therefore, the Project would be consistent with General Plan policies.

City of La Verne Municipal Code

The Project Site is currently zoned A-1-15000 by Los Angeles County. Residential development adjacent to the west of the Project Site is zoned PR3D. Residential development to the south across Baseline Road is zoned as PR3D, as well. Undeveloped areas to the northwest of the Site (within the City) are zoned as PR2D.

The Project would rezone the site to PR3D – Planned Residential 3 D.U. per Acre Detached (PR3D). Uses allowed in the general PR zone include residential uses and accessory buildings, churches, private schools, and institutions. Single-family residential development is governed by zoning requirements specifying lot area, dimensions, and setbacks. Lots zoned as PR3D must have a minimum of area of 10,000 square feet, be 80 feet in width, and 100 feet in depth. Minimum setbacks include 25 feet (front), 5 and 10 feet (interior side), 20 feet (street side), and 25 feet (rear). Building heights are limited to two stories and 30 feet. Lot coverage is limited to 35 percent of the total lot area. All Project Site lots are greater than 10,000 square feet in size. .

Project plans are conceptual at this time; however, the City would review building plans prior to project approval to confirm that the proposed residences and associated development comply with setbacks, parking, and vehicle circulation requirements as required in the PR3D zone. As shown in Figures 7 through 13, the proposed residences would be two-story and 29 to 30 feet in height and would be consistent with the Zoning Code. Lot coverage would vary from approximately 3 percent to 30 percent and would be consistent with the Zoning Code.

Based on review of the City's General Plan, Housing Element, and Municipal Code, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the

purpose of avoiding or mitigating an environmental effect. Impacts would be **less than significant**, and no mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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.**

As the Project Site is within the City's Sphere of Influence, it is included within the General Plan planning area. As shown in the General Plan Update, the Project Site is classified as being within an area where the significance of mineral deposits cannot be evaluated.⁵⁹ Furthermore, as mapped by the California Department of Conservation, the Project Site is fully developed and no oil wells are present on the Project Site or proximate to the Project Site.⁶⁰ Therefore, the Project would have **no impact** and no mitigation measures would be required.

- 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 Project Site is not identified as a locally-important mineral resource recovery site on any City plans. Therefore, implementation of the Project would not result in the loss of availability of a locally-important mineral resource recovery site and **no impact** would occur and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XIII. NOISE. Would the project:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁵⁹ City of La Verne, *General Plan Existing Conditions Report, Conservation and Natural Resources, Figure 5-10 – Mineral Resource Zones*, June 2018.

⁶⁰ California Department of Conservation, *Division of Oil, Gas & Geothermal Resources-Well Finder*, website: <https://maps.conservation.ca.gov/doggr/wellfinder/#close>, accessed April 2020.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following information utilized in this section of the Initial Study is based on the *500 East Baseline Road Residential Project Noise Impact Analysis* (Noise Report) prepared for the Project by Ganddini Group, April 2020, which is hereby incorporated by reference. The Noise Report is provided as *Appendix F* to this IS/MND.

Project Construction Noise

Construction noise sources are regulated within the City of La Verne Municipal Code Section 8.20. Section 8.20.010 of the City's Municipal Code states that Ordinance No. 11,773 of the County of Los Angeles, known as the "noise control ordinance of the County of Los Angeles," is adopted by reference under the authority of Section 50022.9 of the California Government Code.

In Section 12.08.440 of the Los Angeles County Code, the City prohibits operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line (except for public-service utilities emergency work or by variance issued by the health officer). In addition, the City has both working hours and maximum noise levels that are allowable from both mobile and stationary equipment defined by land use, as shown in **Table 10, Construction Noise Standards**. Per Table 10, construction noise at single-family residential structures due to mobile equipment is not to exceed 75 dBA between the hours of 7:00 AM and 8:00 PM. In compliance with the City of La Verne Municipal Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Table 10
Construction Noise Standards

Allowable Work Dates and times	All Residential Structures					
	Single-Family		Multi-Family		Semi-Residential/Comm.	
	Mobile Equipment ¹	Stationary Equipment ²	Mobile Equipment ¹	Stationary Equipment ²	Mobile Equipment ¹	Stationary Equipment ²
Daily, ³ 7:00 AM to 8:00 PM	75 dBA	60 dBA	80 dBA	65 dBA	85 dBA	70 dBA
Daily, ⁴ 8:00 PM to 7:00 AM	60 dBA	50 dBA	64 dBA	55 dBA	70 dBA	80 dBA
Allowable	At Business Structures					

Table 10
Construction Noise Standards

Allowable Work Dates and times	All Residential Structures					
	Single-Family		Multi-Family		Semi-Residential/Comm.	
	Mobile Equipment ¹	Stationary Equipment ²	Mobile Equipment ¹	Stationary Equipment ²	Mobile Equipment ¹	Stationary Equipment ²
Work Dates and Times						
Daily, Anytime	85 dBA					
<p>Notes:</p> <p>(1) Represents maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days).</p> <p>(2) Represents maximum noise levels for repetitively scheduled and relatively long-term operation (periods of 10 or more days).</p> <p>(3) Daily except for Sundays and legal holidays.</p> <p>(4) Daily and all day on Sundays and legal holidays.</p> <p>dBA = A weighted decibels</p> <p>Source:</p> <p>500 East Baseline Road Residential Project Noise Impact Analysis, Ganddini, April 23, 2020</p>						

Project Operational Noise (Permanent)

On-site operational noise is usually only evaluated for commercial and industrial projects. Quantitative analysis of on-site operational noise is typically not conducted for residential projects as they usually do not include stationary noise sources that could result in substantial increases in ambient noise levels resulting in violation of established standards. Therefore, the evaluation of project operational noise in this study is limited to the potential impacts associated with project generated vehicle traffic (off-site noise). Depending upon how many units are proposed and the existing noise environment, project generated vehicle trips could result in substantial increases in noise levels.

Per the City's General Plan and for purposes of this analysis, increases in noise levels associated with project generated vehicle traffic would be considered substantial if they cause an increase of 5 or more dB.

Vibration

As shown in **Table 11, Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration** a peak particle velocity (PPV) of 0.20 is the threshold at which there is a risk to "architectural" damage to normal dwellings. It is also the level at which groundborne vibration can become annoying.

Table 11
Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect on Buildings
0.0006-0.019 in/sec	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08 in/sec	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments

Table 11
Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration

Vibration Level Peak Particle Velocity (PPV)	Human Reaction	Effect on Buildings
		should be subjected
0.10 in/sec	Level at which continuous vibration begins to annoy people	Virtually no risk of “architectural” (i.e., not structural) damage to normal buildings
0.20 in/sec	Vibrations annoying to people in buildings	Threshold at which there is a risk to “architectural” damage to normal dwelling – houses with plastered walls and ceilings
0.4-0.6 in/sec	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage
<i>Source:</i> <i>California Department of Transportation. Transportation and Construction Vibration Guidance Manual, Chapter 6 Tables 5 and 12, September 2013</i>		

California Department of Transportation (Caltrans)

The California Department of Transportation has published one of the seminal works for the analysis of ground-borne noise and vibration relating to transportation- and construction-induced vibrations and although the project is not subject to these regulations, it serves as useful tools to evaluate vibration impacts. These guidelines recommend that a standard of 0.2 inches per second (in/sec) PPV not be exceeded for the protection of normal residential buildings (California Department of Transportation, 2013). This is the appropriate threshold for construction related ground-borne vibration impacts.

City of La Verne General Plan

The City of La Verne has adopted a modified version of the State of California Noise Land Use Compatibility Matrix (see Table 12). This Matrix establishes standards for outdoor noise levels that are normally acceptable, conditionally acceptable, normally not acceptable, and clearly not acceptable for a variety of land uses. For example, for single-family residential uses, noise levels of up to 60 dBA CNEL are “normally acceptable” and noise levels of up to 70 dBA CNEL are “conditionally acceptable”.

Table 12
City of La Verne Noise/Land Use Compatibility Matrix

Land Use	CNEL (Decibels)					
	55	60	65	70	75	80
Single/Multi Family Residential	A	A	B	B	C	D
Mobile Home Park	A	A	B	C	C	D
Motel, Hotel	A	A	B	B	C	C
School, Library, Church, Hospital, Nursing Home	A	A	B	C	C	D
Concert/Meeting Hall, Auditorium, Amphitheater	B	B	C	C	D	D
Indoor/Outdoor Sports Arena, Amusement Park	A	A	A	B	B	D
Playground, Neighborhood Park	A	A	A	B	C	D
Golf Course, Riding Stable, Cemetery	A	A	A	A	B	C
Office/Professional Building	A	A	A	B	B	C
Commercial Retail, Bank,	A	A	A	A	B	B

Table 12
City of La Verne Noise/Land Use Compatibility Matrix

Land Use			CNEL (Decibels)						
			55	60	65	70	75	80	
Restaurant, Theater									
Industrial, Utilities, Manufacturing, Wholesale, Service Station			A	A	A	A	B	B	B
Agriculture			A	A	A	A	A	A	A
Acceptability									
A	Normal:	Specified land use is satisfactory, based up the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements							
B	Conditional:	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.							
C	Normally Not:	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise reduction features included in the design.							
D	Clearly Not:	New construction or development should generally not be undertaken							
Source: City of La Verne General Plan Table N-1, 1998									

Additional City of La Verne General Plan goals, policies, and implementation measures which apply to the proposed project are presented below.

Goal 1 Protect our community from excessive noise.

Policy 1.1 Maintain or reduce noise levels citywide.

Implementation Measures:

- a. Enforce the noise control ordinance to assure that all new development is consistent with the land use compatibility criteria, exterior and interior noise standards.
- b. Consider the noise of a proposed project in both absolute and relative terms. A proposed project will be considered to have a significant adverse impact on the environment if the expected noise increase exceeds 5 dB, even though it may not exceed the standard in Table 2. Sound attenuation measures will be required as a condition of approval.
- c. Require stringent mitigation measures to limit construction noise for all new projects. Establish a graduated system of fines for violations that increase in severity with each offense.

Goal 2 Protect our community from freeway noise.

Policy 2.1 Prevent freeway noise from spilling into our neighborhoods.

Policy 2.2 Insulate our neighborhoods against freeway noise.

Implementation Measures:

- a. Encourage installation of double glazing, dense landscaping and other noise reduction measures by homeowners along the proposed freeway route. Require such measures in new construction. (Residential construction in areas with an average decibel level greater than 60 dB shall use sound attenuation measures that reduce interior noise levels to a maximum of 45 dB).
- b. Require that such measures be taken for all residential construction in the freeway noise impact area, (within 60dB noise level contour parameters), both for entirely new structures and for renovations, remodels and building additions.

Goal 3 Protect our neighborhoods from increased traffic noise.

Policy 3.1 Prevent increase in traffic-related noise.

Implementation Measures:

- b. Incorporate sound attenuation measures into building requirements for residential construction if noise increases are significant. These measures will be the same as those for freeway and railroad noise.

City of La Verne Municipal Code

Chapter 8.20 of the City's Municipal Code establishes the City's noise standards and regulations. Section 8.20.010 of the City's Municipal Code states that Ordinance No. 11,773 of the County of Los Angeles, known as the "noise control ordinance of the County of Los Angeles," is adopted by reference under the authority of Section 50022.9 of the California Government Code.

Construction Noise Standards. In accordance with Section 12.08.440 of the Los Angeles County Code as adopted by reference in the City of La Verne, the City prohibits operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line (except for public-service utilities emergency work or by variance issued by the health officer). In addition, the City has both working hours and maximum noise levels that are allowable from both mobile and stationary equipment defined by land use, as shown in Table 10.

Vibration. In accordance with Section 12.08.560 of the Los Angeles County Code as adopted by reference in the City of La Verne, the City prohibits the operation or permitting the operation of any device that creates a vibration level above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hertz. This threshold only applies to groundborne vibrations from long-term operational activities. The City has not adopted any thresholds for construction-related groundborne vibration impacts.

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Less Than Significant with Mitigation Incorporated.***

Construction-Related Impacts

The existing single-family detached residential dwelling units located to the west, northwest, southeast, east, south, and northeast of the portion of the project site that is to be developed may be affected by short-term noise impacts associated with construction noise. Construction noise would vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

The construction phases for the proposed project are anticipated to include: site preparation, grading, building construction, paving and architectural coating. A summary of noise level data for a variety of construction equipment compiled by the Federal Transit Administration (FTA) is presented in the Noise Report (see *Table 5, Appendix F*). 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.

As discussed previously, construction noise associated with the proposed project was calculated utilizing methodology presented in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the project site. Construction noise levels were calculated for each phase. Worksheets are included in the Noise Report (see Appendix D, found within *Appendix F* to this IS/MND).

Noise monitoring locations are shown in **Figure 19, Noise Measurement Location Map**. Construction noise levels were compared to existing noise levels. NM1 was chosen to represent the residential property lines of properties to the south, NM2 was chosen to represent noise levels at the residential property lines of properties to the east and southeast, NM3 was chosen to represent noise levels at the residential property lines of properties to the northeast, and NM4 was chosen to represent noise levels at the residential property lines of properties to the west and northwest of the portion of the project site that is to be developed. As shown in **Table 13, Construction Noise Levels**, modeled unmitigated construction noise levels when combined with existing measured noise levels could reach 70.4 dBA Leq at the nearest residential property line adjacent to the west of the project site.

In accordance with Section 12.08.440 of the Los Angeles County Code as adopted by reference in the City of La Verne, the City prohibits construction between the weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays. The construction equipment associated with the proposed project is associated with intermittent, short-term operation, and therefore is considered to be mobile equipment. Construction noise at single-family residential structures



Legend

⊕ Noise Measurement Location
NM 1

Source: Ganddini, April 2020.

Figure 19
Noise Measurement Location Map

due to mobile equipment is not to exceed 75 dBA between the hours of 7:00 AM and 8:00 PM per Section 12.08.440 of the Los Angeles County Code as adopted by reference in the City of La Verne (see Table 10, above).

Therefore, Project construction is not anticipated to exceed the City noise standards at the surrounding single-family residential uses.

Further, with compliance with the City's Municipal Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Impacts related to construction noise would be reduced with adherence to the above Municipal Ordinances and implementation of the mitigation measure **MM NOI-1**. With implementation of **MM NOI-1**, impacts would be less than significant.

Table 13
Construction Noise Levels

Phase	Location	Existing Ambient Noise Levels (Leq) ¹	Unmit. Constr. Noise Levels (Leq) ²	Comb. Noise Levels	Increase (dB)	Mitigated Existing Plus Constr. Noise Levels (Leq) ³	Mitigated Increase Ambient Noise Levels (Leq)
Site Preparation	East	60.7	65.2	66.5	5.8	61.8	1.1
	South	56.6	64.3	65.0	8.4	58.6	2.0
	Southeast	60.7	62.9	64.9	4.2	61.4	0.7
	West	54.2	66.8	67.0	12.8	58.7	4.5
	Northwest	54.2	62.7	63.3	9.1	56.5	2.3
	Northeast	48.0	54.5	55.4	7.4	49.6	1.6
Grading	East	60.7	67.1	68.0	7.3	62.3	1.6
	South	56.6	66.2	66.7	10.1	59.4	2.8
	Southeast	60.7	64.8	66.2	5.5	61.7	1.0
	West	54.2	68.7	68.9	14.7	60.0	5.8
	Northwest	54.2	64.6	65.0	10.8	57.4	3.2
	Northeast	48.0	56.4	57.0	9.0	50.3	2.3
Building Construction	East	60.7	68.7	69.3	8.6	62.8	2.1
	South	56.6	67.8	68.1	11.5	60.3	3.7
	Southeast	60.7	66.4	67.4	6.7	62.1	1.4
	West	54.2	70.3	70.4	16.2	61.3	7.1
	Northwest	54.2	66.2	66.5	12.3	58.3	4.1
	Northeast	48.0	58.0	58.4	10.4	51.0	3.0
Paving	East	60.7	65.0	66.4	5.7	61.7	1.0
	South	56.6	64.1	64.8	8.2	58.5	1.9
	Southeast	60.7	62.7	64.8	4.1	61.3	0.6
	West	54.2	66.6	66.8	12.6	58.6	4.4
	Northwest	54.2	62.5	63.1	8.9	56.4	2.2
	Northeast	48.0	54.3	55.2	7.2	49.5	1.5
Architectural Coating	East	60.7	57.6	62.4	1.7	60.9	0.2
	South	56.6	56.7	59.7	3.1	57.0	0.4

Table 13
Construction Noise Levels

Phase	Location	Existing Ambient Noise Levels (Leq) ¹	Unmit. Constr. Noise Levels (Leq) ²	Comb. Noise Levels	Increase (dB)	Mitigated Existing Plus Constr. Noise Levels (Leq) ³	Mitigated Increase Ambient Noise Levels (Leq)
	Southeast	60.7	55.4	61.8	1.1	60.8	0.1
	West	54.2	59.2	60.4	6.2	55.4	1.2
	Northwest	54.2	55.1	57.7	3.5	54.7	0.5
	Northeast	48.0	47.0	50.5	2.5	48.3	0.3
<p><i>Notes:</i></p> <p>(1) Per measured existing ambient noise levels. NM3 used for receptors to the northeast, NM2 for receptors to the east and southeast, NM1 for receptors to the south, and NM4 for receptors to the west and northwest</p> <p>(2) Construction noise worksheets are provided in Appendix D of the Noise Report (Appendix F of this IS/MND).</p> <p>(3) Assumes 10 dB reduction. This reduction can be verified by measuring on-site equipment or by special ordering mufflers to meet reduction requirement, or by providing shielding/acoustic tent that provides a 20 dB reduction (See Appendix D of the Noise Report, Appendix F of this IS/MND).</p> <p><i>Source:</i></p> <p>500 East Baseline Road Residential Project, Noise Impact Analysis, City of La Verne, Ganddini, April 23, 2020</p>							

Mitigation Measure

MM NOI-1 In addition to adherence to the City of La Verne Municipal Code, which limits the construction hours of operation, the following measures are recommended to reduce construction noise emanating from the proposed project:

- a. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- b. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- c. Equipment shall be shut off and not left to idle when not in use.
- d. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- e. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

Operational Impacts

Existing and Existing Plus Project traffic noise was modeled utilizing project trip generation information obtained from the Trip Generation Analysis prepared by Ganddini Group, Inc and existing traffic volume counts provided by AimTD.

A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. The modeling assumes that all project generated vehicle trips would pass the single-family detached residential neighborhoods along Baseline Road. During operation, the proposed project is expected to generate approximately 66 average daily trips with five (5) trips during the AM peak hour and seven (7) trips during the PM peak hour. Per data collected by AimTD, existing average daily traffic volumes on Baseline Road from Rodeo Lane to Japonica Avenue are approximately 9,658 vehicles per day. Traffic noise levels were calculated at the right-of-way from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference between with and without project conditions. Roadway input parameters including average daily traffic (ADT) volumes, speeds, and vehicle distribution data is shown in the Noise Report (see *Table 7, Appendix F*). The potential off-site noise impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

As shown in **Table 14, Change in Existing Noise Levels Along Roadways as a Result of Project (dBA CNEL)**, the modeled Existing traffic noise level is 72.02 dBA CNEL at the right-of-way of the modeled roadway segment; and the modeled Existing Plus Project traffic noise level is 72.05 dBA CNEL at the right-of-way of the modeled roadway segment. The City's General Plan identifies a potentially substantial increase as any increase of five or more dB.

Table 14
Change in Existing Noise Levels Along Roadways as a Result of Project (dBA CNEL)

Roadway	Segment	Distance from roadway centerline to right-of-way (feet) ¹	Modeled Noise Levels (dBA CNEL) ¹				
			Existing Without Project	Existing Plus Project	Change in Noise Level	Exceeds Standards ³	3 dB or More Increase?
Baseline Road	Rodeo Lane to Japonica Avenue	50	72.02	72.05	0.03	Yes	No

Notes:

- (1) Exterior noise levels calculated 5 feet above pad elevation, perpendicular to subject roadway.
- (2) Distance from the roadway centerline to the roadway ROW. ROW distances were estimated based on Google Earth and the information provided for Baseline Road in the Existing Conditions Report for the City of La Verne General Plan Update (June 2018).
- (3) Per the City of La Verne normally acceptable standard for single-family detached residential dwelling units (see Table 2 of the Noise Report), Appendix F of this IS/MND.

Source:

500 East Baseline Road Residential Project, Noise Impact Analysis, City of La Verne, Ganddini, April 23, 2020

Table 14 shows that all modeled roadway segments are anticipated to change the noise a nominal amount (approximately 0.03 dBA CNEL). Therefore, a change in noise level would not be audible and would be considered less than significant and no mitigation is required.

- b) *Generation of excessive groundborne vibration or groundborne noise levels? **Potentially Significant Unless Mitigation Incorporated** (construction) and **Less Than Significant** (operation).*

Construction Impacts

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. A vibratory roller could generate up to 0.21 PPV at a distance of 25 feet; and operation of a large bulldozer (0.089 PPV) at a distance of 25 feet (two of the most vibratory pieces of construction equipment). Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as the vibratory roller moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.0026 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

Annoyance to Persons

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential.

As shown above in Table 11, vibration can cause annoyance to persons in buildings at a PPV of 0.20. The closest off-site structures are the existing single-family residential dwelling units located approximately 25 feet west of the project site. Therefore, use of a bulldozer would not be considered annoying at nearby sensitive receptors. Therefore, an impact could occur if a vibratory roller or other similar vibratory equipment is utilized within one foot of the western property line of the proposed project, adjacent to existing residential structures.

Architectural Damage

Vibration generated by construction activity generally has the potential to damage structures. This damage could be structural damage, such as cracking of floor slabs, foundations, columns, beams, or walls, or cosmetic architectural damage, such as cracked plaster, stucco, or tile.

Table 11 identifies a PPV level of 0.2 as the threshold at which there is a risk to “architectural” damage to normal dwelling units. Use of a vibratory roller within 26 feet of existing structures could cause architectural damage. As stated above, existing residential dwelling units are located as close as approximately 25 feet to the west of the project site. Therefore, an impact could occur if a vibratory roller or other similar vibratory equipment is utilized within one foot of the western property line of the proposed project, adjacent to existing residential structures.

Project impacts related to construction vibration would be reduced with implementation of the mitigation measure **MM NOI-2**. Mitigation measure **MM NOI-2** limits the hours of construction and provides measures to reduce vibration by placing equipment away from noise sensitive receptors, shielding devices on equipment, etc. Therefore, Project Impacts to construction vibration would be **less than significant with mitigation**.

Mitigation Measure

MM NOI-2 In addition to adherence to the City of La Verne Municipal Code, which limits the construction hours of operation, the following measures are recommended to reduce construction vibration emanating from the proposed project:

- a. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- b. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- c. Equipment shall be shut off and not left to idle when not in use.
- d. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- e. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- f. Caution should be utilized if a vibratory roller or other similar vibratory equipment is utilized within one foot of the western property line of the proposed project, adjacent to existing residential structures.

Operational Impacts

The Project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation of the Project. Therefore, the greatest regular source of Project-related ground-borne vibration would be from trucks making deliveries to the Project Site and garbage trucks picking-up Project-related refuse material. Therefore, the operational impacts associated with ground-borne vibration would be **less than significant** at nearby sensitive uses and no mitigation measures would be required.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* **Less Than Significant Impact.**

The Project Site is located approximately 2.2 miles from Brackett Field Airport, a public general aviation airport in the City of La Verne. The Project Site is located within the Los Angeles Basin, in an area subject to regular over flights from jet and propeller aircraft. Therefore, impacts would be less than significant and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XIV. POPULATION & HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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.**

Direct Growth

The Project would develop seven single-family residences on the Site. According to the Southern California Association of Government's *Local Profiles Report 2019* for the City of La Verne, there were approximately 12,147 housing units and 33,260 people in the City, resulting in an average household size of 2.7 persons per dwelling unit.⁶¹ Based on these rates, the Project's development of 7 residential units would generate approximately 19 residents.

Between 2000 and 2018, the total population of the City increased by 1,622 people to 33,260 people, an increase of 5.1 percent.⁶² The total number of households increased by 634 units to 11,704 units, an increase of 5.7 percent.⁶³ The Project's increase of seven residential units and 19 residents would represent a 0.06 percent increase in housing supply and a 0.06 percent increase in population over the 2018 housing supply and population, which would be considered a negligible amount. Accordingly, impacts associated with the Project's direct population growth would be **less than significant** and no mitigation measures would be required.

Indirect Growth

The Project would require the extension of roadways and other infrastructure to serve the Project (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas. However, as described in section XIV.(a) above, the new roadways and infrastructure would only serve the Project and would not allow for access into additional undeveloped areas or support additional growth beyond that which is proposed under the Project would not be considerable. Accordingly, impacts associated with the Project's

⁶¹ Southern California Association of Governments, *Local Profiles Report 2019, Profile of the City of La Verne, May 2019*, page 3.

⁶² *Ibid.*, page 4.

⁶³ *Ibid.*, page 9

indirect population growth would be **less than significant** and no mitigation measures would be required.

- b) *Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?* **No Impact.**

The Project Site formerly consisted of agricultural development (citrus groves) along the southern portion of the Project Site, however, the Site has been vacant since at least 1972 and no housing previously existed or currently exists on the Site. Therefore, the Project would not displace existing people or housing. Thus, **no impact** would occur regarding displacing people or housing and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XV. 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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fire protection? **Less Than Significant Impact.**

Fire-protection services at the Project Site are provided by the La Verne Fire Department (LVFD). LVFD maintains three stations that serve of approximately 32,000 residents encompassing nine square miles. Total department staffing at the three stations includes 33 full time fire suppression employees consisting of three Battalion Chiefs, six Fire Captains, nine Fire Engineers and fifteen Firefighter/Paramedics working three alternating 48-hour shifts. In addition, the Fire Chief, Deputy Fire Marshal and Administrative Secretary work a conventional workweek, and 9 part time Administrative Officers, 24 Apprentice Firefighters and 30 Fire Explorers provide ancillary support to the Department.⁶⁴ The Project Site would be served primarily by Station No. 3 - located at 5100 Esperanza Drive, approximately 0.97 miles north of the Project Site, and secondarily by Station No. 2 - located at 4785 Wheeler Avenue,

⁶⁴ La Verne Fire Department, Overview, website, <https://www.lavernefire.org/overview/>, accessed March 2020.

approximately 1.18 miles northeast of the Project Site.⁶⁵ Station No. 2 contains one Type I Pumper and houses one reserve Type III Pumper and one utility vehicle, and Station No. 3 contains one Paramedic Rescue Ambulance and house one reserve ambulance f.⁶⁶ As detailed in the City's General Plan, Public Safety Element, Policy 1.1(a), the City typically maintains a seven-minute response time to emergency calls. The Project would result in annexation of 19.44-acres of undeveloped land into the City of La Verne with approximately 5.59 acres (243,130 square feet) of the parcel into 7 subdivided lots, each containing a single family unit and an additional lot as a debris basin (approximately 2.66 acres), leaving 10.75 acres as dedicated open space. The Project would generate 19 new residents, representing a 0.06 percent increase in La Verne's population (as of 2018).⁶⁷ As the amount of enclosed space would increase, the Project could potentially increase demand on LVFD fire protection services.

The Project Site is located immediately adjacent to suburban development with existing single family homes that already served by the LVFD. The Project proposes grading of the site for family lots to be located primarily on the parcel immediately adjacent to existing single family homes along Rodeo Lane, as well as along Baseline Road. These lots would be accessed from a new street via Baseline Road and one lot from an existing street, Broken Spur Lane. Since first responders already patrol the Project vicinity and surrounding areas, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles would ensure implementation of the Project would not adversely affect travel time between the nearest fire station and the Project Site. The Project would comply with all applicable LVFD and La Verne Municipal Code fire-safety regulations, as well as those established by the California Fire Code, as adopted by the La Verne Municipal Code (Chapter 15.37), including those related to fire-protection systems (e.g., automatic sprinkler systems, life-safety alarm systems) in addition to 2019 CBC, which includes design features, such as ignition-resistant materials and fire sprinkler. Adherence to these regulations is anticipated to reduce the increase in demand for fire-protection services to levels where additional staff would not be required to accommodate the additional demand. Further, access to the Project Site would not be restricted and would be provided with direct access on Baseline Road as described above. Implementation of the Project is not anticipated to increase response times to the Project Site or surrounding vicinity. As discussed in section XVII.(a) (*Transportation*), below, the Project would not result in significant impacts at the nearby signalized study intersection. LVFD would be provided an opportunity to review and comment on all project development plans before the issuance of building permits. LVFD review would ensure adequate emergency access, fire hydrant availability, and compliance with all applicable codes.

Lastly, the City of La Verne collects fire service and development impact fees from all development projects proposed in the City. The Project would be required to pay the applicable development impact fees, which would be used to fund the capital costs associated with

⁶⁵ *Ibid.*

⁶⁶ *Ibid.*

⁶⁷ *Southern California Association of Government's Local Profiles Report 209, City of La Verne had 12,147 housing units and 33,260 people, resulting in an average household size of 2.7 persons per dwelling unit. For the Project, 7 units x 2.7 = 19 new residents.*

acquiring land for new fire stations, construction new fire stations, purchasing new fire equipment for such stations, and providing additional staff as needed to serve the community. Any future construction of new or expansion of existing fire protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that implementation of the Baseline Road Single Family Residential and Annexation Project (seven single family lot subdivision) adjacent to an existing suburban setting without a substantial increase in City population and constructed in accordance with applicable policies and regulations which would not require new or physically altered fire protection facilities, the construction of which would cause significant environmental impacts. Thus, the Project would result in a less than significant impact with regard to fire protection services and no mitigation measures would be required.

*Police protection? **Less Than Significant Impact.***

Police protection is provided to the Project Site and the surrounding area by the City of La Verne Police Department (LVPD). The LVPD is located at 2061 Third Street, approximately 1.6 miles southwest of the Project Site. LVPD has a total of 40 sworn officers and 18 professional staff members, a reserve force of up to 25 officers, a retired senior volunteer patrol program consisting of 35 members, and the LVPD maintains a Type 1 jail and state-of-the-art indoor shooting range.⁶⁸ The City monitors police staffing level as part of the annual budgeting process to ensure adequate police protection can continue even after new development projects are approved and constructed. Therefore, projections made by the LVPD and the City ensure that adequate police protection will be maintained as implementation of the Baseline Road Single-Family Residential and Annexation Project occurs.

LVPD comprises two major divisions for the prevention and suppression of crime, as well as a consolidated communications dispatch operation to serve as the first responder of emergency calls. The Project Site is immediately adjacent to a suburban area that already served by the LVPD. Since first responders already patrol the Project vicinity and surrounding areas, and the Project does not entail a substantial increase in City population, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles, would ensure implementation of the Project would not adversely affect the City's response time standard of 3.30 minutes.

Construction Impacts

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity,

⁶⁸ La Verne Police Department, Overview, website: https://www.lvpd.org/#Department_Overview accessed: March 2020.

and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant and no mitigation measures would be required.

Operational Impacts

Implementation of the Project could result in an increase of approximately 19 residents within the City, thereby generating a potential increase in the number of service calls from the Project Site.⁶⁹ This increase in residents is not anticipated to increase demand for police protection services to levels where additional staff would be required to accommodate the additional demand. The Project would be designed and operated per applicable standards required by the City for new development with regard to public safety. The Project would be required to pay development impact fees used to fund capital costs associated with construction new public safety structures and purchasing equipment for new public safety structures. In addition, the City maintains mutual aid agreements with police agencies in the surrounding cities (e.g., San Dimas, Pomona, and Claremont) and the Los Angeles County Sheriff's Department, which allow for the services of nearby police departments to assist the LVPD during major emergencies. Payment of development impact fees commensurate with the increased demand for services in the City would offset any increase in demand for police services. Implementation of the Project is not anticipated to increase response times to the Project Site or surrounding vicinity. As discussed in section *XVII.(a) (Transportation)* below, the Project would not result in significant impacts the signalized study intersection. Lastly, pursuant to Chapter 18.16 (Development Overview), any future construction of new or expansion of existing police protection facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, it is reasonable to conclude that implementation of the Baseline Road Single Family Residential and Annexation Project (seven single family lot subdivision) adjacent to an existing suburban setting without a substantial increase in City population would not require new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. Thus, no new or expanded police station facilities would be required as a result of the Project. Therefore, the Project would result in a less than significant impact with regard to police-protection services and no mitigation measures would be required.

Schools? Less Than Significant Impact.

The Project Site is located within the Bonita Unified School District (BUSD), which eight elementary, two middle and two high schools plus a continuation high school and alternative school. The schools serving the Project Site include: La Verne Heights Elementary (K-5), located at 1550 Baseline Road; Ramona Middle School (6-8), located at 3490 Ramona Avenue; and Bonita High School (9-12), located at 3102 D Street. The proposed Baseline Road Single Family Residential and Annexation Project would include 7 residential lots that would

incrementally increase the number of students in BUSD. The student generation factor for BUSD is 0.4 elementary student for every single-family residence, 0.1 middle school student for every single-family residence, and 0.2 high school student for every single-family for every single-family residence.⁷⁰ Using these generation factors, the Project would generate a total of 4.9 students: 2.8 elementary, 0.7 middle school, and 1.4 high school students. The students generated by the Project would represent an incremental increase in students served by BUSD schools.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996[a] and [b]).

Pursuant to State law, payment of the school fees established by the BUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project's indirect impacts on any schools. Therefore, the public schools servicing the Project Site can accommodate the future students generated by the Project. Therefore, impacts on the schools identified to serve the Project would be less than significant and no mitigation measures would be required.

Parks? Less Than Significant Impact.

The La Verne Parks and Community Services Department manages all municipally owned and operated recreation and park facilities within the City, which totals 21 parks.⁷¹ The City is also within one mile of the Los Angeles County Frank G. Bonneli Regional Park. There are also three golf courses in or adjacent to La Verne. In general, residential development directly generates demand for recreation and parks facilities.

Operation of the Project could result in an on-site population of up to approximately 19 residents. The City's standard ratio of parks to population is 4.0 acres per 1,000 people as set forth in the La. Verne Parks Master Plan 2006.⁷² In 2018, the City's population was

⁶⁹ Southern California Association of Government's Local Profiles Report 2019, City of La Verne had 12,147 housing units and 33,260 people, resulting in an average household size of 2.7 persons per dwelling unit. For the Project, 7 units x 2.7 = 19 new residents.

⁷⁰ Sage Canyon Residential Project TTM 71373, Initial Study/Mitigated Negative Declaration, November 30, 2015.

⁷¹ City of Laverne, Parks, website: <https://www.cityoflaverne.org/index.php/residents/parks>, accessed March 2020.

⁷² City of La Verne Parks Master Plan 2006, page 81

approximately 33,260 residents.⁷³ Thus, based on the 2018 population, the City should be providing 133 acres of parkland. Currently, the City is providing 110 acres of parkland.⁷⁴ Based on the standard minimum parkland-to-population ratio provided in the City's Parks Master Plan 2006, the Project would generate a need for approximately 0.076 acre of public parkland. This increase in demand for new or expanded park facilities would be negligible. The Project would result in an increase in land use density on the Project Site and the City will require the payment of park, recreation and open space fees as part of development of the Project Site pursuant to City Municipal Code Chapter 3.20 (Parks and Recreation Charges). The amount of the fee would be equal to the new development's fair share of the costs of developing new parks, open space and recreation facilities, including the acquisition, design, and construction. Of the 19.44 acre Project Site, approximately 10.75 acres would be dedicated to open space. Since this Project is an annexation, the City would be expanding the dedicated open space by 10.75 acres. Therefore, through the required payment of impact fees for park and recreational facilities and the addition of new dedicated open space for the City, impacts would be less than significant and no mitigation measures would be required.

*Other public facilities? **Less Than Significant Impact.***

Library services for the Project area are provided by the La Verne Library, located at 3640 D Street, approximately 0.75 acres to the southwest of the Project Site. The La Verne Library is part of the Los Angeles County Library system that serves over 3.4 million people living in unincorporated areas and to residents of the 49 of the 88 incorporated cities of Los Angeles County⁷⁵ Supplementing the 7.5 million volume book collection, the Library also offers magazines, newspapers, governmental publications and many specialized materials including online databases⁷⁶.

Although the increase of on-site population of up to approximately 19 residents that would occur with the development of the Project, thereby, potentially could increase the demand for library materials. However, the increase in residential population would not result in a demand for new or expanded library facilities as these residents have direct access to the expansive Los Angeles County library collection and materials. Therefore, impacts to library facilities would be less than significant and no mitigation measures would be required.

⁷³ Southern California Association of Government's Local Profiles Report 2019, City of La Verne.

⁷⁴ City of Laverne, Parks, website: <https://www.cityoflaverne.org/index.php/residents/parks>, accessed March 2020.

⁷⁵ County of Los Angeles Library, website: <https://lacountylibrary.org/library-locator/>, accessed March 2020.

⁷⁶ County of Los Angeles Library website: <https://lacountylibrary.org/aboutus/>, accessed March 2020.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XVI. RECREATION. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *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.**

As discussed in section XV.(d) (*Public Services*) above, the Project would increase demand for parks and recreational facilities in the Project area, and the City is currently not meeting the standard minimum parkland-to-population ratio provided in the La Verne Parks and Recreation Master Plan (i.e., 4 acres per 1,000 residents).⁷⁷ However, this impact would be reduced to a less than significant level through the required payment of the impact fees and the Project would dedicate 10.75 acres of open space and, thus, expand the City's open space. Therefore, impacts would be less than significant and no mitigation measures would be required.

- b) *Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?* **No Impact.**

The Project would provide approximately 10.75 acres of open space. Further, the Project's incremental demand would be negligible as discussed in section XV.(d) *Public Services* above. The Project does not include, nor would it necessitate, a park or public recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program, plan, ordinance, or policy the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁷⁷ City of La Verne Parks Master Plan 2006, page 81.

	Potentially Significant Impact	Potentially Significant Unless Mit.	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? ⁷⁸	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following information utilized in this section of the IS/MND is based on the *500 East Baseline Road Residential Trip Generation Analysis* (Traffic Study) prepared for the Project by Ganddini Group, which is hereby incorporated by reference. The Trip Generation Analysis is provided as *Appendix G* to this IS/MND.

- a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?* **Less than Significant Impact.**

Baseline Road is an east-west major arterial generally serving the northern residential area of La Verne. There are two travel lanes in each direction, separated by a two-way left-turn median. There are sidewalks on both sides of the street and the posted speed is 40 miles per hour.

Baseline Road currently operates at an acceptable Level of Service per the City of La Verne General Plan Existing Conditions Report based on counts and analysis from November 2017. As shown in the Traffic Study (see Table 2-8 of *Appendix G*), Baseline Road roadway segment Level of Service A. As shown in the Traffic Study (see Table 2-9 of *Appendix G*), Baseline Road and Fruit Street intersection Level of Service A during the AM and PM peak hours.

Project Trip Generation

Table 15, Trip Generation Rates, shows the project trip generation rates shown obtained from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). Trip generation rates for the ITE Land Use "Single Family Housing - Detached" (Land Use Code 210) were utilized for weekday AM peak hour trips, PM peak hour trips, and daily trips for the proposed land use. The number of trips forecast to be generated by the proposed project is determined by multiplying the trip generation rates by the proposed land use quantity.

As shown in **Table 16, Project Trip Generation**, the Project is forecast to generate approximately 66 daily trips, including 5 trips during the AM peak hour and 7 trips during the PM peak hour.

Table 15
Trip Generation Rates

Land Use	Source ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Single-Family Detached Housing	ITE 210	DU	25%	75%	0.74	63%	37%	0.99	9.44

(1) Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017.
(2) DU=Dwelling Unit

Table 16
Project Trip Generation

Land Use	Quantity	Units	AM			PM			Daily
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	7	DU	1	4	5	4	3	7	66

(1) Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017.
(2) DU=Dwelling Unit

Criteria for The Preparation of Traffic Impact Analyses

The County of Los Angeles Traffic Impact Analysis Guidelines (December 2013) states a traffic report is generally needed if a project generates over 500 trips per day or where the Department staff is concerned with possible adverse impacts on traffic.

As shown in Table 16, above, the project trip generation is forecast to generate 66 daily trips and further traffic analysis is typically not required based on the County of Los Angeles guidelines. Therefore, the Project can reasonably be presumed to result in a **less than significant impact** related to consistency with a program, plan, ordinance, or policy the circulation system, including transit, roadway, bicycle, and pedestrian facilities and no mitigation would be required.

- 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.***

California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. Currently, agencies may opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established

procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Technical Advisory on Evaluating Transportation Impacts in CEQA (State of California, December 2018) ["Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT. Many jurisdictions are currently in the process of developing updated procedures for VMT analysis, however, few have fully implemented the new metric.

Project Assessment

The City of La Verne recently established VMT analysis procedures that are generally consistent with the guidance from the State's Technical Advisory. The City's guidelines provide the following potential screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Retail projects up to 50,000 square feet in floor area.
- Small projects generating less than 110 trips per day.
- Residential and office projects located in areas with low-VMT, as defined as 15 percent below the subarea VMT metrics for that area.
- Projects near transit stations or major transit stop.
- Residential projects with a high percentage of affordable housing.

Presumption of Less Than Significant VMT Impact for Small Projects

As noted in the Technical Advisory, CEQA Guidelines § 15301, subdivision (e)(2) provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

Consistent with State recommendations, the City of La Verne recommends that projects generating less than 110 daily trips may be screened out from VMT analysis.

The proposed development consists of an infill residential development that is forecast to generate 66 daily vehicle trips. Therefore, the Project can reasonably be presumed to result in a less than significant VMT impact based on the City-established screening thresholds.

Conclusion

The Project is forecast to generate fewer than 500 daily trips or 50 peak hour trips during the weekday AM and PM peak hours. Additionally, Baseline Road currently operates at Level of Service A in the project vicinity. Therefore, the Project is expected to result in a **less than significant** traffic impact and no mitigation would be required. The Project will result in a **less**

than significant VMT impact based on the State-recommended screening thresholds and no mitigation would be required.

- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Less Than Significant Impact.***

The Project includes roadway improvements to provide access from Baseline Road and Broken Spur Road. The access to the proposed dwelling units would be provided from two new paved roadway segments and paved driveways, including a 350-foot road extending north from Baseline Road and terminating in a cul-de-sac; a 200-foot road extending west from Broken Spur Road; and a 150-foot driveway parallel to Baseline Road and intersecting with the 350-foot road. The Project would also include a driveway leading to the debris basin to allow for maintenance.

The Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. Demolition and construction activities that may temporarily restrict vehicular traffic would be required to implement adequate and appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures.

The Project would be subject to Community Development Director or designee review and approval prior to issuance of grading and building permits in accordance with Section 18.60.030 and Chapter 18.16 (Development Review) of the City Municipal Code to ensure a substantial increase in hazards due to a design feature or incompatible use would not occur. Therefore, Project impacts to geometric design features would be **less than significant** and no mitigation measures would be required.

- d) *Result in inadequate emergency access? **Less than Significant Impact.***

As discussed in section XVII. (*Transportation*) above, the Project would be required to design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards governing vehicular access. The Project would require construction activities that have the potential to require road closures or access limitations; however, the construction contractor would be required to implement traffic control measures that would ensure safe passage of vehicles in any construction zones and provide adequate emergency access.

All Project access and circulation design would be subject to review and approval by the City Fire and Police Departments, City Traffic Engineer, City Engineer, and Public Works Department during the City's review process (Chapter 18.16, Development Review). The fire chief may impose additional requirements to ensure protection of life and property, including, but not limited to additional fire hydrants, increased turnaround ability, increased sprinkler density and coverage, and additional means of access/egress. Through compliance with Section 18.68.030 of the City Municipal Code, 129 impacts related to emergency access would remain **less than significant** and no mitigation is required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A record search of the Native American Heritage Commission (NAHC) *Sacred Land File (SLF)* was completed for the 500 Baseline Road Single Family Residential and Annexation project. The SLF was prepared for the Project by the Native American Heritage Commission on February 26, 2020, which is hereby incorporated by reference. The results of the SLF are provided as *Appendix H* to this IS/MND. The City sent seven letters to Native American Tribes for tribal consultation and received one response as provided in *Appendix H* to this IS/MND.

Assembly Bill 52 ("AB 52"), signed into law on September 25, 2014, requires lead agencies to evaluate a project's potential to impact Tribal Cultural Resources ("TCR") and establishes a formal notification and, if requested, consultation process for California Native American Tribes as part of CEQA. TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. AB 52 also gives lead agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a TCR. Consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects, and that is traditionally and culturally affiliated with the geographic area of a project.

Senate Bill 18 (SB 18), signed into law on September 29, 2004, requires a City to consult with California Native American tribes for the purpose of preserving specified places, features, and objects described in Sections 5097.9 and 5097.995 of the Public Resources Code that are located within the city or county's jurisdiction prior to the adoption or amendment of a General Plan. Senate Bill (SB) 18 requires the Lead Agency (i.e., City of La Verne) to refer to the California Native American tribes specified by the Native American Heritage Commission (NAHC) and to provide them with opportunities for consultation.

- a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?* **Potentially Significant Unless Mitigation Incorporated.**

Please see response in section XVIII.(b) Tribal Cultural Resources below.

- b) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe)?* **Potentially Significant Unless Mitigation Incorporated.**

Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a TCR, the lead agency must consider measures to mitigate that impact. PRC Section 21074 provides a definition of a TCR. In brief, in order to be considered a TCR, a resource must be either: 1) listed, or determined to be eligible for listing, on the national, State, or local register of historic resources, or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a TCR. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the State register of historic resources or City Designated Cultural Resource. A TCR includes sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register or included in a local register of historical resources. A substantial adverse change to a TCR is a significant effect on the environment under CEQA. In applying those criteria, a lead agency shall consider the value of the resource to the tribe.

AB 52 and SB 18 established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of the CEQA environmental review process. As specified in AB 52 and SB 18, lead agencies must provide notice inviting consultation to California Native American Tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. In compliance with AB 52 and SB 18, an information letter was mailed to a total of seven Tribes known to have resources in the Project area on April 6, 2020 as part of the environmental review for the Project. These tribes include the following:

- Gabrieleno Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians

- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino/Tongva Tribe
- Pauma Band of Luiseno Indians/Pauma & Yuma Reservation
- San Fernando Band of Mission Indians

On April 15, 2020, the City received a response from Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). The response letter stated: “The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.” The City conducted tribal consultation with the Kizh Nation on November 19, 2020. The Kizh Nation agreed to the following mitigation measures and the City considers the consultation closed.

Mitigation Measures:

MM TCR-1 Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe consulted on this project pursuant to Assembly Bill AB 52 and Senate Bill SB 18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on -site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and the Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources.

Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the consulting Tribe will retain it/them in the form and or/manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.

If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county

coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in-place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

- MM TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 507.98 are also to be treated material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined that nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.
- MM TCR-3 Resource Assessment & Continuation of Work Protocol:** Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 fee and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent (MLD).
- MM TCR-4 Kizh-Gabrieleno Procedures for Burials and Funerary Remains:** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koonas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the

ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; or items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

MM TCR-5 Treatment Measures: Prior to continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and /or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

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

MM TCR-6 Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of Tribal Cultural Resources (TCRs) shall be taken. The Native American monitor must be approved by the Gabrieleno Band of

Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.

Upon publication of this Initial Study, no Native American Tribe other than Kizh Nation that was sent a letter on April 6, 2020 responded and request consultation with the City of La Verne regarding this Project Site. Adherence to Mitigation Measures TCR-1 through TCR-5 would ensure potential impacts to Native American resources are appropriately reduced to less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? **Less than Significant Impact.***

Water Facilities

The Project Site is currently outside the corporate boundaries of the City although within its Sphere of Influence.⁷⁹ Though the Project Site is outside the City's corporate boundaries, it's within the City's boundary area for water service.⁸⁰ Implementation of the Project would involve annexation into the City of La Verne. The proposed seven lot subdivision would be served by the City of La Verne's Department of Public Works, Water and Utility Division for water service.

⁷⁹ City of La Verne Draft 2015 Urban Water Management Plan, Figure 1, Service Area Map, page 13, City of La. Verne, May 2016

⁸⁰ Ibid.

The Project would include the installation of new water lines in the Project Site's new road to serve Project lots 1 through 6 and connect to an existing water distribution line in Baseline Road. For lot 7, the project Applicant has proposed to located a new water meter and water line lateral from the project's proposed "A" Street up slope to the building. Project would require new fire hydrants. Furthermore, the demand and installation of new water supply lines and fire hydrants are evaluated and managed by the La Verne Department of Public Works, Water and Utility Division and Los Angeles County Fire Department (LACoFD), respectively, under their own independent environmental analysis. As stated above, the Project would require construction of a new, on-site water distribution line to serve the Project. Impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution line below surface and would be limited to on-site water distribution, and minor offsite work associated with connections to the public main lines in Baseline Road and Broken Spur Road. Prior to ground disturbance, Project contractors would coordinate with the La Verne Water and Utility Division of the Public Works Department to identify the locations and depth of all lines. The precise interconnection locations are determined at the precise plan stage, but they are expected to occur either on site or within existing utility service systems in areas already disturbed and developed with infrastructure. The City requires all line size modifications or interconnections to be designed in accordance with applicable provisions of the City Municipal Code and to the satisfaction of the City Engineer. Furthermore, La Verne Water and Utility Division would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Therefore, the construction of new water facilities would not cause significant environmental effects. Accordingly, impacts related to the construction of new water facilities would be **less than significant** and no mitigation measures would be required.

Wastewater Facilities

Wastewater generated within the City of La Verne is collected in City sewers and discharged to a regional trunk sewer pipeline owned by Los Angeles County Sanitation Districts where it flows by gravity to either the San Jose Creek Water Reclamation Plant (WRP) or Pomona WRP.⁸¹ The San Jose WRP is located at 1965 Workman Mill Road, in unincorporated Los Angeles County, next to the City of Whittier. The San Jose WRP provides primary, secondary and tertiary treatment for 100 million gallons of wastewater per day (mgd) and serves a population of approximately one million.⁸² The Pomona WRP provides primary, secondary and tertiary treatment for 15 mgd and serves a population of approximately 130,000.⁸³

The Project would include the installation of new sewer lines in the Project Site's new road to serve Project lots 1 through 6 and connect to an existing sewer line in Baseline Road. For lot 7,

⁸¹ *Ibid.*, page 37.

⁸² Los Angeles County Sanitation Districts website: https://www.lacsd.org/services/wastewater/wwfacilities/joint_outfall_system_wrp/san_jose_creek.asp, accessed March 2020.

⁸³ Los Angeles County Sanitation Districts website: https://www.lacsd.org/services/wastewater/wwfacilities/joint_outfall_system_wrp/pomona.asp, accessed March 2020.

the project Applicant has proposed the lot's building pad be connected to the proposed sewer main that would be constructed within the project's proposed "A" Street. The precise interconnection locations are determined at the precise plan stage, but they are expected to occur either on site or within existing utility easements in areas already disturbed and developed with infrastructure. The City requires all line size modifications or interconnections to be designed in accordance with applicable provisions of the City Municipal Code and to the satisfaction of the City Engineer. As of Fall 2019, the San Jose WRP had a capacity of 100 mgd and processed approximately 63.8 mgd with a surplus of approximately 36.2 mgd of wastewater treatment capacity.⁸⁴ The Los Angeles County Sanitation Districts *Loadings for Each Class of Land Use* indicate a single family residence would generate approximately 260 gallons of wastewater per day.⁸⁵ The Project would generate approximately 1,820 gallons of wastewater per (gpd) or 0.0018 mgd.⁸⁶ The San Jose WRP has the capacity to accommodate the future flows from the Project's seven lot single-family subdivision. Therefore, the Project's estimated flow of 1,820 gpd would not require the construction of expansion of wastewater treatment facilities in which the construction would cause significant environmental effects. Accordingly, impacts related to the construction of new wastewater treatment facilities would be **less than significant** and no mitigation measures would be required.

Stormwater Drainage Facilities

Refer to section X.(c)(iii) (*Hydrology and Water Quality*) above for a discussion of stormwater drainage facilities. As detailed there, the Project would alter the existing drainage patterns of the Site but would be required to comply with the requirements of the NPDES permit and Chapter 13.60 (Low Impact Development) of the City Municipal Code, which result in and require a reduction of the volume of runoff from the Project Site when compared to existing conditions. Although the Project would alter the drainage pattern of the Site and increase the amount of impervious surface, there would be a decrease in the volume and rate of surface runoff of 19.15 compared to existing conditions. Accordingly, the existing stormwater drainage would have sufficient capacity to receive the Project's post-development runoff. As such, stormwater runoff from the Project Site would not exceed the capacity of the existing or planned stormwater drainage systems and would not be expected to require the construction of new facilities. However, should the City determine improvements to the stormwater drainage system are necessary during the normal permit review process, the Applicant would be responsible for the improvements, and such improvements would be conducted as part of the \ Project either on-site or off-site within the right-of-way, and as such, any related construction activities would be temporary and of short duration. Therefore, the construction of new stormwater drainage facilities would not result in significant environmental effects. Accordingly, impacts would be **less than significant** and no mitigation measures would be required.

⁸⁴ Brethren Hillcrest Homes Master Plan Update, Initial Study/Mitigated Negative Declaration, September 16, 2019.

⁸⁵ County of Sanitation Districts of Los Angeles County, Table 1: Loadings for Each Class of Land Use, website: <https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531>, accessed, March 2020.

⁸⁶ 7 x 260 gallons per day = 1,820 gallons of wastewater per day.

Electric Power Facilities

The Southern California Edison SCE would supply the Project from the existing electrical system. However, the Project may require an on-site transformation facility and may require underground line extensions on public streets. All electrical facility installation and connection to the existing system would be done in coordination and under the approval of the SCE. Furthermore, the incorporation of the 2016 Title 24 standards into the Project would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy. Therefore, the Project would not require the construction or expansion of electrical systems in which the construction would cause significant environmental effects. Accordingly, impacts related to the construction of new electrical connection systems would be **less than significant** and no mitigation measures would be required.

Natural Gas Facilities

Southern California Gas Company (SoGC) would supply the Project from the existing natural gas facilities. However, the Project would require construction of new, on-site gas distribution lines to serve the new single family homes. Connection to existing natural gas facilities would be done in coordination with and under the supervision of SDG&E. Furthermore, the Project would comply with 2016 Title 24 energy conservation standards for insulation, glazing, lighting, shading, and water and space heating systems in all new construction. Therefore, the construction of new natural Gas facilities would not result in significant environmental effects. Accordingly, Project impacts to natural gas facilities would be **less than significant** and no mitigation measures would be required.

Telecommunications Facilities

Construction-related activities, including grading and excavation, could encroach on telecommunication facilities. However, before construction begins, the Project Applicant would be required to coordinate with applicable regulatory agencies and telecommunication providers to locate and avoid or implement the orderly relocation of telecommunication facilities that need to be removed or relocated. Therefore, the relocation of new telecommunication facilities would not result in significant environmental effects. Accordingly, Project impacts to telecommunication facilities would be **less than significant** and no mitigation measures would be required.

- b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? **Less than Significant Impact.***

As identified in section XIX.(a) (*Utilities and Service Systems*) above, the Project Site is currently outside the corporate boundaries of the City although within its Sphere of Influence.⁸⁷ Though the Project Site is outside the City's corporate boundaries, it's within the City's boundary area for water service.⁸⁸ Implementation of the Project would involve annexation into

⁸⁷ City of La Verne, Draft 2015 Urban Water Management Plan, Figure 1, Service Area Map, page 13, City of La Verne, May 2016

⁸⁸ Ibid.

the City of La Verne. The proposed grading of approximately 5.59 acres (243,130 square feet) for the seven lot subdivision would be served by the City of La Verne's Department of Public Works, Water and Utility Division for water service.

The City's water domestic supply primarily comes from water purchased from the Three Valley Municipal Water District (TVMWD), a water wholesaler and one of 26 public agencies that comprise the Metropolitan Water District (MWD). The MWD imports water from two sources: the Colorado River (originating at Lake Havasu) and the State Water Project (originating at the Delta of the Sacramento and San Joaquin Rivers). In addition, La Verne extracts groundwater from Six Basins in accordance with the Six Basins Judgment. The Six Basins include: 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 Judgment ensures safe operating yield and avoids over-extraction of groundwater. According to the Six Basins Judgment, La Verne has an adjudicated right to 7.601 percent of the operating safe yield from Canyon Basin, Upper Claremont Heights, Lower Claremont Heights Basin and Pomona Basin. Per the Six Basins Judgment, La Verne also has "the right to produce as much groundwater as it may reasonably withdraw from the Two Basins Area on an annual basis so long as it does not substantially injure the rights of any other" parties identified in the Six Basins Judgment.⁸⁹

As shown in **Table 17, Actual Water Deliveries 2015 and Projected Water Deliveries Through 2035**, water demand for La Verne's single-family residential uses totaled approximately 3,207 acre feet per year (AFY) in 2015 and is projected to reach 3,934 AFY in the year 2035. Overall water supply in the City is based on projections of the TVWMD and the adjudicated yield from the Six Basins. The City's supply and demand of water is detailed in **Table 18, Normal Year Supply (2001) and Demand Comparison**, **Table 19, Single Dry Year (2001) Supply and Demand**, and **Table 20, Multiple Dry Year (2013-2015) Supply and Demand Comparison**.

Table 17
Actual Water Deliveries 2015 and Projected Water Deliveries Through 2035

	2015 (AFY)	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Single Family Residential	3,207	3,522	3,655	3,792	3,934
Note: AFI = Acre Feet Per Year Source: City of La Verne, Draft 2015 Urban Water Management Plan, Table 4, Actual Water Deliveries and Losses Between 2010 and 2015, page 18, and Table 5, Projected Water Deliveries and Losses between 2020 and 2035, page 19, City of La Verne, May 2016					

Table 18
Normal Year Supply (2001) and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Supply Totals	13,779	13,779	13,779	13,779
Demand Totals	6,979	7,242	7,515	7,797

⁸⁹ City of La Verne Draft 2015 Urban Water Management Plan, page 34, City of La Verne, May 2016

Table 18
Normal Year Supply (2001) and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Difference	6,800	6,537	6,264	5,982
<i>Note:</i> <i>AFI = Acre Feet Per Year</i> <i>Source:</i> <i>City of La Verne, Draft 2015 Urban Water Management Plan, Table 27, Normal Year Supply (2001) and Demand Comparison, page 48, City of La Verne, May 2016</i>				

Table 19
Single Dry Year (2001) Supply and Demand

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Supply Totals	8,091	8,091	8,091	8,091
Demand Totals	6,979	7,242	7,515	7,797
Difference	1,112	849	576	294
<i>Note:</i> <i>AFI = Acre Feet Per Year</i> <i>Source:</i> <i>City of La Verne, Draft 2015 Urban Water Management Plan, Table 28, Single dry Year (2001) and Demand Comparison, page 48, City of La Verne, May 2016</i>				

Table 20
Multiple Dry Year (2013-2015) Supply and Demand Comparison

		2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
First Year (2013)	Supply Totals	7,918	7,918	7,918	7,918
	Demand Totals	6,979	7,242	7,515	7,797
	Difference	939	676	404	122
Second Year (2014)	Supply Totals	7,842	7,842	7,842	7,842
	Demand Totals	6,979	7,242	7,515	7,797
	Difference	863	600	328	46
Third Year (2015)	Supply Totals	7,804	7,804	7,804	7,804
	Demand Totals	6,979	7,242	7,515	7,797
	Difference	825	562	290	8
<i>Note:</i> <i>AFI = Acre Feet Per Year</i> <i>Source:</i> <i>City of La Verne, Draft 2015 Urban Water Management Plan, Table 29, Multiple Dry Year (2013-2015) Supply and Demand Comparison, page 49, City of La Verne, May 2016</i>					

As indicated in Tables 18, 19 and 20, water supplies are expected to be adequate to meet normal, single dry year and multiple dry year demand conditions through the UWMP's 2035 planning horizon. However, projected water supplies by the year 2035 under multiple dry years are marginally adequate to support demand, but purchase of imported water from the MWD is designed to ensure the projected demand would continue to be adequate.

Implementation of the Project on the Project Site would increase the City's (and Sphere of Influence area) population by 19 persons which is more than currently considered for the site

based on existing land use designation. However, this increase is not considered substantial nor cumulatively overburdening of the community infrastructure and service capacity. Based on historic per capita water demand of 264 gpd,⁹⁰ the Project would generate an annual demand of approximately 5.567 AFY.⁹¹

As detailed in Tables 18, 19, and 20, La Verne would have sufficient water supply to support the Project anticipated water demand under a worst case scenario under the TVMWD and the adjudicated yield from the Six Basins with the exception of a third multiple dry year of drought in the year 2035. In the event that additional supplies would be needed, TVMWD can purchase water from MWD, whose water surplus substantially exceeds the demand anticipated by the Project, as indicated in **Table 21, Average Year Supply and Demand Comparison**, **Table 22, Single Dry Year Supply and Demand Comparison**, and **Table 23, Multiple Dry Year Supply and Demand Comparison**.

Table 21
Average Year Supply and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Supply Totals	3,448,000	3,550,000	3,658,000	3,788,000
Demand Totals	1,860,000	1,918,000	1,959,000	2,008,000
Difference	1,588,000	1,632,000	1,699,000	1,780,000
<i>Note:</i> <i>AFI = Acre Feet Per Year</i> <i>Source:</i> <i>Draft 2015 Urban Water Management Plan, Table 2-6, Average Year, page 2-17, Metropolitan Water District, June 2016</i>				

Table 22
Single Dry Year Supply and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Supply Totals	2,584,000	2,686,000	2,775,000	2,905,000
Demand Totals	2,005,000	2,066,000	2,108,000	2,160,000
Difference	579,000	620,000	667,000	745,000
<i>Note:</i> <i>AFI = Acre Feet Per Year</i> <i>Source:</i> <i>Draft 2015 Urban Water Management Plan, Table 2-4, Single Dry-Year, page 2-15, Metropolitan Water District, June 2016</i>				

Table 23
Multiple Dry Year Supply and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Supply Totals	2,103,000	2,154,000	2,190,000	2,242,000
Demand Totals	2,001,000	2,118,000	2,171,000	2,216,000

⁹⁰ City of La Verne, Draft 2015 Urban Water Management Plan, Table 14, City of La Verne, May 2016

⁹¹ 264 gpd x 19 residents = 5,016 gallons multiply by 365/yr divided by 328,851/AF = 5.567 AFY.

Table 23
Multiple Dry Year Supply and Demand Comparison

	2020 (AFY)	2025 (AFY)	2030 (AFY)	2035 (AFY)
Difference	102,000	36,000	19,000	26,000
Note: AFI = Acre Feet Per Year Source: Draft 2015 Urban Water Management Plan, Table 2-5, Multiple Dry-Year, page 2-15, Metropolitan Water District, June 2016				

Through the combination of imported water from TVMWD and MWD and local groundwater extracted from Six Basins in accordance with the Six Basins Judgment, the City of La Verne would have sufficient water supplies to serve the Project. Therefore, the Project would not require construction of new water facilities or expansion of water facilities, as capacity would be available to support the annexed Project Site and Project. Accordingly, impacts would be less than significant and no mitigation measures would be required.

- c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* **Less than Significant Impact.**

As stated in section XIX.(a) (*Utilities and Service Systems*) above, the sewage flow from operation of the Project would ultimately be conveyed to San Jose Creek WTP (or Pomona WTP), which has sufficient capacity for the Project. Therefore, Project impacts would be **less than significant** and no mitigation measures would be required.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?* **Less than Significant Impact.**

Waste Management Inc., provides waste collection services to residential and commercial uses in the City. Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a particular landfill's jurisdiction and/or watershed boundary, (2) tonnage permit limitations, (3) types of waste, and (4) operational constraints. Planning to serve long-term disposal needs is constantly being conducted at the regional level (e.g., siting new landfills within the County and transporting waste outside the region).

The nearest land fill to the Project Site is the Azusa Land Reclamation County Landfill located at 1211 West Gladstone Street, in the City of Azusa. This facility includes 266 disposal acres, with a maximum permitted throughput of 8,000 tons per day, a maximum capacity of approximately 80.57 million cubic yards, and an estimated closure date of January 2045.⁹²

⁹² Facility Site Summary Details: Azusa Land Reclamation Co. Landfill. CalRecycle website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AA-0013/>, accessed, March 2020.

Construction of the Project would generate construction waste. Construction of the Project building is estimated to generate a total of approximately 77 tons of solid waste.⁹³ This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. The construction and demolition waste would be delivered to certified construction and demolition waste processors where it would be recycled as feasible. Moreover, the Countywide Integrated Management Plan 2018 Annual Report concludes that there is current capacity of 163.4 million tons available throughout the County for the disposal of inert waste.⁹⁴ Therefore, the Project-generated construction waste of 77 tons would represent a very small percentage of the inert waste disposal capacity in the region.

During operation, the Project would generate solid waste that is typical of a single family residential use and would be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Based on a solid waste generation factor of 0.66 per year per residential dwelling unit,⁹⁵ the Project would generate approximately 4.62 tons of additional solid waste per year.⁹⁶ AB 939 was enacted to reduce, recycle, and reuse solid waste generated in the State to the maximum extent feasible. Specifically, AB 939 required cities and counties to identify an implementation schedule to divert 50 percent of the total waste stream from landfill disposal by 2000. AB 939 also required each city and county to promote source reduction, recycling, and safe disposal or transformation. All solid waste-generating activities within the City, including the Project, would continue to be subject to the requirements set forth in AB 939. Therefore, it is assumed that the Project would divert 50 percent of its solid waste generated, thereby diverting this waste from landfills. Nonetheless, it is conservatively assumed that all 4.62 pounds per day of the Project's solid waste would be disposed of at regional landfills. The Azusa Land Reclamation County Landfill's permitted daily intake of 12,100 tons per day would have capacity to accept the daily operational waste generated by the Project under the existing permitted amount. Therefore, the Project would not generate solid waste in excess of state and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Accordingly, Project impacts related to solid waste and solid waste reduction goals would be **less than significant** and no mitigation measures would be required.

- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **Less than Significant Impact.***

The Project would generate solid waste that is typical of a residential project, and would be required to be consistent with all federal, State, and local statutes and regulations regarding

⁹³ A construction waste generation rate of 4.44 pounds per square foot for residential construction was used. 35,430 square feet of residential construction multiplied by 4.44 pounds is 157,309 pounds (77 tons). Source: USEPA Report Construction and Demolition Materials Amount, Table 2-1, Summary of Residential Construction Job Site C & D Materials Survey, Average Generation Factor in the United States, 2003.

⁹⁴ Countywide Integrated Waste Management Plan 2018 Annual Report, March 2020.

⁹⁵ For consistency, the 0.66 generation factor was used in two other City of La Verne environmental documents: Hillcrest Master Plan Initial Study, 2019; and University of La Verne Facilities Master Plan Update EIR, 2016.

⁹⁶ 7 dwelling units x 0.66 tons per unit per year = 4.62 tons of solid waste per year.

proper disposal. Additionally, the amount of solid waste that would be generated by the Project would be further reduced through source reduction and recycling programs (as required by AB 939 and AB 341). Therefore, Project impacts would be **less than significant** and no mitigation measures would be required.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibilities areas or lands classified as very high fire severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing wildfire risks, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associate infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*
Less Than Significant Impact.

The State Responsibility Area (SRA) is the area in the State where the State of California has the primary financial responsibility for the prevention and suppression of wildland fires. The SRA is comprised of over 31 million acres across the entire State to which the State Department of Forestry and Fire Protection (CAL FIRE) provides a basic level of wildland fire prevention and protection services. Lands in the SRA are based on vegetative cover and natural resource values. As a result of the Oakland Hills Fire of 1991, AB 337 was passed in 1992 requiring CAL FIRE to work with local governments to identify high fire hazard severity zones within local responsibility areas throughout each county in the State.

The Project Site is located in an undeveloped location immediately adjacent to the City of La Verne's suburban, residential area. The Project Site includes elevations of over 1,400 feet above mean sea level (amsl), the area in which the single family lots would be located is relatively flat with elevation varying approximately 1,205 amsl to 1,345 amsl. The Project Site is located in the State responsibility area.⁹⁷ Additionally, the Project Site is located in a very high

⁹⁷ California Board of Forestry and Fire Protection, *State Responsibility Area Viewer*, available at: <http://www.fire.ca.gov/firepreventionfee/srviewer>, accessed March 2019.

fire hazard severity zone.⁹⁸ Furthermore, The City's General Plan Public Safety Element indicates that the Project Site is located in a very high fire hazard severity zone, and thus, having a potential risk for wildfire to occur.⁹⁹

As discussed in section XV. (*Public Services/Fire*) above, neither construction nor operation of the Project would impair or physically interfere with an adopted emergency response plan. Access for emergency service providers and evacuation routes would be maintained during construction and operation of the Project would not cause permanent alterations to vehicle circulation routes and patterns, or impede public access or travel upon public rights-of-way. The Project does not propose any hazardous land uses or off-site improvements that would create elements or conditions that may potentially impair implementation of or physically interfere with the adopted emergency response plan.

Construction of new homes in this area, designated as Very High Fire Hazard Severity Zone, would incrementally increase the need for fire protection services, and the Project would have one access point for six lots with a long cul-de-sac for access to Baseline Road and one long driveway from Broken Spur Road for the seventh residential lot. However, access to all of these lots would be from a main roadway, Baseline Road. Further, first responders already patrol the Project vicinity and surrounding areas, compliance with California Vehicle Code 21806(A)(1) which requires all vehicles to yield to emergency vehicles would ensure implementation of the Project would not adversely affect travel time between the nearest fire station and the Project Site. Thus, the Project would not impair an adopted emergency response plan or emergency evacuation plan and impacts would be **less than significant** and no mitigation measures are required.

- b) *Due to slope, prevailing wildfire risks, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire? **Less Than Significant Impact.***

The Project Site includes elevations of over 1,400 feet above mean sea level (amsl), however, the area in which the single family lots would be located is relatively flat with elevation varying approximately 1,205 amsl to 1,345 amsl. Implementation of the Project would not alter surrounding slopes within or near the Project Site.

Design and construction of the Project would be built in accordance with the 2019 CBC, which includes design features such as, ignition-resistant materials and incorporation of fire sprinklers, would minimize any risk of exposure of persons or property to wildfires. Adjacent wildlands to the north and east would potentially pose a wildfire threat for residents of the Project, so the Project would be required to comply with the requirements of Chapter 15.37 of the City Municipal Code: Very High Fire Hazard Severity Zone Regulations. Prior to the issuance of a grading permit, the Applicant would be required to submit fuel modification plans to the City. The Project would be subject to special building standards, such as 2019 CBC and City Municipal Code, Chapter 15.37, which would reduce fire hazards to residents. Accordingly,

⁹⁸ California Board of Forestry and Fire Protection, *Fire Hazard Severity Zone Map – Los Angeles County Viewer*, available at: https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf, accessed March 2019.

adherence to these regulations, Project occupants exposure to wildfire risks and pollutant concentrations from a wildfire would be **less than significant** and no mitigation measures would be required.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* **Less Than Significant Impact.**

The Project Site is currently undeveloped and implementation of the Project would require the installation of a new road, driveways, water lines, wastewater facilities, electrical, gas and telecommunication facilities. The Project would include construction of a debris basin. Impacts associated with construction of these infrastructure facilities would be temporary but not ongoing. Nevertheless, the Project Site is located immediately adjacent to suburban development with existing single family homes that already served by the LVFD. The Project proposes grading of the site for family lots to be located primarily on the parcel immediately adjacent to existing single family homes along Rodeo Lane, as well as along Baseline Road. These lots would be accessed from a new street via Baseline Road and one lot from an existing street, Broken Spur Lane. Since first responders already patrol the Project vicinity and surrounding areas, compliance with California Vehicle Code 21806(A)(1), which requires all vehicles to yield to emergency vehicles would ensure implementation of the Project would not adversely affect travel time between the nearest fire station and the Project Site. The infrastructure improvements would be contained within the Project Site with the exception of trenching of utility line connections to those in Baseline Road. Accordingly, implementation of the Project's infrastructure would not exacerbate fire risk or result in ongoing impacts to the environment. Therefore, impacts would be **less than significant** and no mitigation measures would be required.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* **Less Than Significant.**

As discussed above, the Project Site is located in the State responsibility area and in a very high fire hazard severity zone. The Project Site is located in an undeveloped location immediately adjacent to the City of La Verne's suburban, residential area. The Project Site includes elevations of over 1,400 feet above mean sea level (amsl), the area in which the single family lots would be located is relatively flat with elevation varying approximately 1,205 amsl to 1,345 amsl.

As in section X.(c)(ii) (*Hydrology and Water Quality*) above, the proposed seven single-family lots would be developed in the southern portion of the Site. Surface water flows in the northern portion of the Project Site (Area A) currently drain in a southwesterly direction to a channel along the western property line. Surface flows in the southern portion of the Site (Areas B and C) currently drain to the Caltrans channel along Baseline Road adjacent to the southern boundary of the Site. The Project would not alter the drainage pattern of Area A. However, as a result of Project implementation, the Project would add approximately 1.67 acres of impervious

surfaces and direct flow into a debris basin and catch basins which would direct the flows to existing Caltrans channel along Baseline Road. Further Standard Condition HYD-3 would require installation of LID BMPs to capture and retain stormwater flow and would not increase stormwater runoff compared to existing conditions. Therefore, the Project would not cause downslope or downstream flooding.

The seven single family lots would be developed on the flatter portions of the Project Site with an elevation of varying approximately 1,205 amsl to 1,345 amsl. Implementation of the Project would not be altering slopes in which conditions would be altered resulting in potential landslides or providing slope instability post fire conditions. Therefore, the Project's the potential to expose people or structures to downslope or downstream flooding or landslides would be low. Accordingly, the Project's impact with regard to flooding or landslides as a result of runoff, post-fire slope instability, or drainage change within State responsibility areas or very high fire hazard severity zones would **be less than significant** with implementation of standard condition **SD HYD-3**.

	Potentially Significant Impact	Potentially Significant Unless Mit.	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable ("Cumulatively considerable" means the project's incremental effects are considerable when compared to the past, present, and future effects of other projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will have substantial adverse effects on human beings, directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) *Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to decrease below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of major periods of California history or prehistory?* **Potentially Significant Impact Unless Mitigation Incorporated.**

The Project would alter the existing undeveloped conditions of the approximately 19.44-acre Site through grading activities to accommodate the proposed single family residential development. Specifically, approximately 5.59 acres (243,130 square feet) of the parcel would be subdivided into seven lots, each containing a single-family dwelling unit and attached garage; an additional 8th lot would be designated as a debris basin (approximately 2.66 acres), and a 9th lot comprising approximately 10.75 acres would be dedicated to open space. Access

to the proposed dwelling units would be provided from two new paved roadway segments and paved driveways totaling 1.1-acre, including, a 350-foot road extending north from Baseline Road and terminating in a cul-de-sac; a 200-foot road extending west from Broken Spur Road; a 150-foot driveway parallel to Baseline Road and intersecting with the 350-foot road; and a driveway leading to the debris basin.

Construction activities would include grading and other Site preparation work, dwelling unit construction, installation of associated utilities, and construction and paving of roadway segments and driveways. Grading and soil stabilization would occur at the location of the proposed dwelling units, the slopes surrounding the dwelling units, and in the locations of the proposed roadway segments and driveways for a total of 3.6 acres, including the location of the proposed debris basin. In accordance with the fuel modification requirements of the City of La Verne and Los Angeles County Fire Departments, vegetation within 200 feet of buildings (a total of 3.7 acres would be removed).

A significant impact could occur only if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. The Project is located in an urbanized area of La Verne with single-family residential neighborhood immediately west of the Site along Rodeo Lane.

As discussed in section *IV Biological Resources*, the Project Site is undeveloped and implementation of the Project would directly impact a total of 8.47 acres of plant communities (4.73 acres of direct development impacts and 3.74 acres of fuel modification impact). Based on the results of the focused rare plant survey of the Project Site, no rare or protected plants occur in the plant community areas that would be impacted by the development or fuel modification activities of the Project. However, based on the animal inventory and field reconnaissance conducted at the Site, a total of 14 special status animals are likely to occur within the habitats identified at the Project Site, including four reptiles, four mammals, and six birds, including the Coastal California Gnatcatcher, which is federally listed as threatened under the Endangered Species Act. Accordingly, mitigation measure **MM BIO-1, Preconstruction Surveys** is required to identify and relocate any reptiles or mammals from vegetation to be cleared immediately prior to its removal during initial site preparation.

Numerous birds have the potential to nest on the Project Site and these species and their nests are protected by the Migratory Bird Treaty Act. Accordingly, mitigation measure **MM BIO-2** requires a nesting bird survey be conducted within any vegetation to be removed and within a 500-foot buffer should construction activities occur between March 1 and August 31. Mitigation measure **MM BIO-3** requires that a specific survey to determine the presence or absence of coastal California gnatcatchers be conducted within 30 days of the start of construction.

In addition, development and fuel modification activities associated with the Project would permanently remove 1.24 acres of coast prickly pear scrub, which serves as habitat for coastal cactus wren. Accordingly, mitigation measure **MM BIO-4, Coast Prickly Pear Nesting Habitat Avoidance**, is provided that requires the preservation of coast prickly pear habitat to the extent possible.

The Project would directly impact 706 linear feet of streambed and 1.49 acres of canyon live oak forest, which has the same characteristics as the Canyon Live Oak Ravine Forest designated as a sensitive natural community by the California Department of Fish and Wildlife. Accordingly, mitigation measure **MM BIO-5 Streambed Alteration Agreement**, is provided that the Project obtain a Streambed Alteration Agreement from the California Department of Fish and Wildlife to contain reasonable measures necessary to protect resources and reduce the Project's impacts to Drainages 2 and 3 and the canyon live oak forest to less than significant levels.

The Project Site is located within the urban-wildlife interface. Accordingly, mitigation measure **MM BIO-6, Nighttime Lighting** is provided which requires Project lighting to be directed away from native habitat and prevented from spilling onto adjacent areas. Prevention of light spillover onto native habitats would reduce impacts from night lighting to less than significant levels.

In addition, the Project Site contains numerous trees. There are no Heritage trees located on or adjacent to the Project Site, however, there are 119 Significant trees located on and 1 Significant tree located adjacent to the Project Site. Accordingly, mitigation measure **MM BIO-7, Dead Tree Removal**, is provided which requires that trees identified as dead are verified as dead and properly marked and their removal monitored. In addition to the dead trees, four additional Significant coast live oak trees (Tree Nos. 46, 47, 48, and 49) would be removed as part of grading and development of the Project. The removal of Significant trees is considered a significant impact. Accordingly, mitigation measure **MM BIO-8, Significant Tree Removal**, is provided that requires adequate replacement and monitoring of these Significant trees to be removed.

The remaining 85 Significant trees would be subject to protective measures. Compliance with the applicable policies of the City Municipal Code protecting Significant trees is codified in standard condition **SC BIO-1** and requires construction plans to be reviewed by the City to ensure protection of Significant trees on site.

Construction activities would encroach on the canopies and root zones of 20 Significant trees. Accordingly, mitigation measure **MM BIO-9, Significant Tree Protection**, is provided that requires a certified arborist determine that Tree Safety Zone for all Significant trees that would be encroached provide protective fencing around Significant trees.

During operation of the Project, maintenance of the debris basin and fuel modification activities associated with fire protection requirements could result in changes to the existing grade, alteration of the water table/site drainage, and pruning of Significant tree canopies within 200 feet of proposed residences (Tree Nos. 5, 10, 19, 22, 27, 31, 44, and 45), all of which can have detrimental effects on the health or structure of the tree. Accordingly, mitigation measure **MM BIO-10, Maintenance and Fuel Modification Procedures**, is provided requiring pruning of Significant trees be done by a certified arborist in compliance with ISA Pruning Guidelines, best management practices and American National Standards Institute pruning standards.

Implementation of mitigation measures **MM BIO-1** through **MM BIO-10** would reduce potentially significant impacts to biological resources. These measures are designed to reduce impacts to

plant communities, special status animals and habitats, nesting birds (California Gnatcatcher and Coast Prickly Pear habitat), as well as resources in streambeds, wildlife connectivity and impacts to significant trees.

As discussed in subsection *V Cultural Resources*, implementation of the Project would include ground disturbing activities, such as grading of the Site for the seven lot single family homes and a debris basin, new road and driveways. As such, the possibility exists that previously unknown archaeological artifacts may be present. To reduce potential impacts to archaeological resources that may be inadvertently discovered during construction, and significant impacts to these resources could occur. Accordingly, to address this impact, mitigation measure **MM CR-1, Archaeological Resources** is required. This measure requires avoidance if there is an inadvertent discovery until a significance determination can be made by a qualified archaeologist, and adherence to appropriate measures if the find is determined to be significant under CEQA. As such, implementation of this measure would be reduce the potentially significant impacts to less-than-significant.

As discussed in section *XVIII Tribal Cultural Resources*, In compliance with AB 52 and SB 18, an information letter was mailed to a total of seven Tribes known to have resources in the Project area on April 6, 2020 as part of the environmental review for the Project. On April 15, 2020, the City received a response from Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation). The consultation concluded on November 19, 2020 and agreed upon mitigation measure **MM TCR-1** to retain a Native American Monitor/Consultant on-site for Tribal monitoring during construction phases. This measure outlines duration of monitoring, procedures for discovery and data removal of Tribal Cultural Resources and human remains. The measure also provides definition of human remains that includes grave/burial goods. Mitigation measure **MM TCR-2** was provided in the event unanticipated discovery of human remains and associated funerary objects are encountered. The measure also further defines human remains that would be found in various state of decomposition or skeletal completeness and identifies reporting procedures. Mitigation Measure **MM TCR-3** identifies resource assessment and continuation of work protocol for when there is a discovery of human remains. Mitigation measure **MM TCR-4** specifically identifies Kizh-Gabrieleno procedures for burials and funerary remains. The measure defines human remains for the tribe that would include tribal traditions for burial and what would be included such as funerary objects that would be found with the deceased and items for burial purposes. Mitigation measure **MM TCR-5** identifies how to treat the encountered resources, such as human remains, ceremonial objects, burial artifacts, in the event the project cannot divert these resources. Mitigation measure **MM TCR-6** provides guidance on the credentials of the Native American and Archaeological monitors to be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Implementation of these measures would reduce these impacts to these resources to **less than significant** levels.

- b) *Have impacts which are individually limited, but cumulatively considerable (“Cumulatively considerable” means the project’s incremental effects are considerable when compared to the past, present, and future effects of other projects)? **Less Than Significant Impact.***

Because construction impacts such as noise, dust, exhaust emissions, construction traffic, utility connections on adjacent streets, etc., are temporary and highly localized, a potential for

significant cumulative construction impacts is rare, unless other pending projects nearby are expected to be under construction at the same time. At this time, no construction projects are known or planned within 500 feet of the proposed seven residential lots and the Project's debris basin. The Project's temporary construction emissions were evaluated with respect to SCAQMD's regional significance thresholds, which were established as a way to determine when an individual project's emissions could result in cumulatively considerable effects on air quality. As discussed in section *III Air Quality*, the Project's construction emissions would be below all regional significance thresholds and would not be cumulatively considerable. The Project would not have cumulatively considerable construction-related impacts.

Noise impacts associated with construction activities are regulated by the City's noise ordinance. The proposed Project and any proposed or planned development project would be required to comply with the construction hours specified in the City's Noise Ordinance, which prohibits operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line (except for public-service utilities emergency work or by variance issued by the health officer). Therefore, the Project's contribution to noise impacts would not be cumulatively considerable. Thus, the Project would not have cumulatively considerable noise construction (or operation) related impacts.

Projects involving direct and permanent site alterations such as clearance of existing landscape elements, earthmoving, and site preparation are highly localized, rarely affecting any other land resources off site. Consequently, impacts involving removal of natural vegetation wildlife habitat is normally limited to the site itself, unless the range of a sensitive species becomes more severely limited and the sustainability of that species becomes imperiled. The biological assessment conducted for this Project (see subsection *IV Biological Resources*) determined that implementation of the Project would have potentially significant impacts associated with plant and animal wildlife, including nesting birds, special status animals, significant trees, and Project Site drainage courses. However, implementation of mitigation measures MM BIO-1 through MM BIO-10 would reduce these impacts to **less than significant** (see *XXI Mandatory Findings of Significance (a)*, above). The Project's biological resources impacts would not be cumulatively considerable.

Demand for water and sewer services, parkland, recreation resources and public services, as well as the added vehicle traffic, would burden public facilities off-site that already serve other land uses and are intended to serve future growth, including the Project. Thus, one project's incremental demand impact may be relatively minor but could be sufficient to exceed the service capacity of a community scale facility or result in significant traffic congestion, which would be considered a cumulatively significant impact. In the assessments of its impacts involving water and sewer services, schools, parkland, recreation and public services, the Project's impacts were determined to be less than significant on a project level. No capacity deficiencies or other potentially significant impacts to the affected systems have been identified. The City's existing long-range planning and project-level review programs adequately address potential cumulative impacts due to ongoing growth in the City of La Verne.

In the analysis of traffic impacts for this Initial Study (see subsection *XVII Transportation*), the Project is forecast to generate approximately 66 daily trips, including 5 trips during the AM peak hour and 7 trips during the PM peak hour. The County of Los Angeles Traffic Impact Analysis Guidelines (December 2013) states a traffic report is generally needed if a project generates over 500 trips per day or where the Department staff is concerned with possible adverse impacts on traffic. Additionally, Baseline Road currently operates at Level of Service A in the project vicinity. Therefore, the Project is expected to result in a **less than significant** traffic impact and no mitigation would be required. Also, the City of La Verne has not established VMT analysis procedures at this time; therefore, the project-related VMT impact has been assessed qualitatively based on guidance from the State's Technical Advisory and review of VMT policies established by early adopters. The Project's estimated 66 daily vehicle trips falls below the State's screening criteria of 110 trips per day for small projects. Therefore, the Project can reasonably be presumed to result in a **less than significant** VMT impact based on the State-recommended screening thresholds.

- c) *Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? **Less Than Significant Impact.***

In general, impacts to human beings are associated with air quality, geology and soils, hazardous materials, hydrology and water quality and noise impacts. As discussed in *III Air Quality*, the South Coast Air Basin is currently designated as a non-attainment area for ozone, PM₁₀ and PM_{2.5}. Implementation of the Project would not contribute significant amounts of air pollutant emissions on either a short-term or long term basis. Adherence to SCSQAMD dust control measures will further reduce short-term construction air quality impacts and no project-specific mitigation is required.

As discussed in subsections *IX Hazards and Hazardous Materials*, *X Hydrology and Water Quality*, and *XVII Transportation*, of this IS/MND, the Project would not expose persons to hazardous materials, or wastes, flooding or transportation hazards. Section *VII Geology and Soils* explains that residents and visitors to the Project could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California. The soils and geologic conditions on the site would be alleviated through required compliance with the California Building Code. Construction plans would be subject to review by the City for compliance with the most current edition of the CBC at the time of construction. Thus, the Project would not result in adverse effects on human beings from geotechnical considerations.

The Project construction is not anticipated to exceed the City noise standards at the surrounding single-family residential uses. Further, with compliance with the City's Municipal Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Impacts related to construction noise would be reduced with adherence to the above Municipal Ordinances and implementation of the mitigation measure **MM NOI-1** which directs use of noise shielding devices, stationary equipment be situated away from noise sensitive receptors, etc. With implementation of **MM NOI-1**, impacts would be less than significant.

Existing residential dwelling units are located as close as approximately 25 feet to the west of the Project Site. Therefore, an impact could occur if a vibratory roller or other similar vibratory

equipment is utilized within one foot of the western property line of the proposed project, adjacent to existing residential structures. Project impacts related to construction vibration would be reduced with implementation of the mitigation measure **MM NOI-2** which limits the hours of construction and provides measures to reduce vibration by placing equipment away from noise sensitive receptors, shielding devices on equipment, etc. Therefore, Project Impacts to construction vibration would be **less than significant with mitigation**.

Therefore, the Project would not create environmental effects that would cause substantial adverse effects on humans.

16. MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the **Baseline Single-Family Residential and Annexation Project**.

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the City of La Verne (City).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid significant effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation. The monitoring program contains the following elements:

- 1) The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
- 2) A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
- 3) The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

Mitigation Monitoring and Responsibilities

As the Lead Agency, the City is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The City will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the City shall be immediately informed, and the City will then inform any affected responsible agencies. The City, in

conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

Standard Conditions

Standard Conditions are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Standard Conditions outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

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MITIGATION MEASURES

Project Name: Baseline Road Single-Family Residential and Annexation Project			Applicant: Ramzy Fakhoury		
			Date: December 2020		
Mitigation Measure No./Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Biological Resources					
MM BIO-1 Preconstruction Surveys. Prior to removal of native plant communities, a preconstruction survey for reptiles and mammals shall be conducted to identify protected species and remove them from the development site. The survey shall be conducted by a qualified biologist and any reptiles or mammals relocated shall be moved or directed to an area that is at least 100-feet from any future impacts. The survey shall be timed to occur immediately prior to the removal of vegetation during initial site preparation prior to construction.	Community Development Director or designee	Prior to the issuance of grading permits. Immediately prior to the removal of vegetation during initial site preparation prior to construction	Evidence to the City: The required pre-construction surveys of reptiles and mammals have been completed		Withhold grading permit and /or issuance of a stop work order
MM BIO-2 Nesting Bird Surveys. Construction should be timed to occur between September 1 – January 31 to avoid impacts to nesting birds. If the Project occurs between March 1 – August 31 a nesting bird survey shall be conducted within area where vegetation will be removed and a surrounding 500-foot buffer. The survey shall be conducted by a qualified biologist and shall be timed to occur no more than 72-hours prior to removal of vegetation. If active bird nests are identified they shall be avoided by a 300-foot no work buffer for passerines and a 500-foot buffer for raptors and other special-status species. No work buffers may be reduced at the discretion of a monitoring biologist, however, if the buffer is reduced the biologist shall monitor the nest during all work activities that occur within the reduced buffer area. The no-work buffer may be removed when the nest is determined to no longer be active or the young have	Community Development Director or designee	Prior to the issuance of grading permits. Within 72 hours prior to the removal of vegetation during initial site preparation prior to construction	Evidence to the City: The required pre-construction surveys of nesting birds have been completed between March 1 and August 31 (if project construction is to occur within that timeframe)		Withhold grading permit and /or issuance of a stop work order

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left the nest, as determined by a qualified biologist.					
MM BIO-3 Coastal California Gnatcatcher Preconstruction Survey. A biologist holding the appropriate survey permits shall conduct a single preconstruction presence/absence survey for coastal California gnatcatcher to determine if the species occurs on the parcel. The survey shall include the use of callback tapes to entice any local birds to vocalize at the location. The survey shall be timed to occur within 30 days of the proposed construction. If coastal California gnatcatcher is identified within the impact areas consultation with the United States Fish and Wildlife Survey regarding potential impacts shall be completed prior to starting the Project. If the species is identified at any time during the Project, such as during a preconstruction nesting bird or terrestrial animal survey, the Project shall seek consultation prior to starting the work.	Community Development Director or designee	Prior to the issuance of demolition or grading permits. Within 30 days prior to the removal of vegetation during initial site preparation prior to construction	Evidence to the City: The required pre-construction surveys of reptiles and mammals have been completed		Withhold demolition or grading permit and /or issuance of a stop work order
MM BIO-4 Coast Prickly Pear Nesting Habitat Avoidance. The densest areas of coast prickly pear shall be preserved to the extent that is possible. Fuel modification shall not remove the areas of dense cactus where coastal cactus wren has been observed nesting in the past. In addition, areas of dense cactus north of that nest shall also be preserved to the extent that is possible. These dense cactus areas shall be flagged and marked as environmentally sensitive prior to construction or fuel modification that occurs near these areas. However, work that may affect an active nest (including installation or removal of fencing) shall be avoided until the nest is no longer active per the guidance in Mitigation Measure BIO-1.	Community Development Director or designee	Prior to construction and during annual fuel modification (if during nesting season protocols of MM BIO-1 to be adhered)	Evidence to the City: The densest areas of coat prickly pear and Coastal Cactus Wren Nest (as identified on Figure 5 in the Biological Assessment report, prepared by South Environmental, July 2019,) have been flagged by a certified arborist or biologist on the		Withhold construction permit, grading permit and /or issuance of a stop work order

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			Project Site as area to be preserved		
MM BIO-5 Streambed Alteration Agreement. A Streambed Alteration Agreement from the California Department of Fish and Wildlife shall be received prior to initiating construction of the Project.	Community Development Director or designee	Prior to issuance of construction permits	Evidence to the City: A Streambed Alteration Agreement from the California Department of Fish and Wildlife		Withhold construction permit /or issuance of aa stop work order
MM BIO 7 Dead Tree Removal. Prior to the issuance of a demolition or grading permit, the Applicant shall retain a certified arborist to verify and mark as dead, all trees identified as dead by the Tree Report (Tree Nos. 9, 28, 30, 42, 92, 105, 106, 111, 114, 117, and 118). Documentation of the verification and marking shall be provided to the Applicant, the construction contractor, and the City Community Development Department. Removal of the dead trees shall be monitored by the arborist.	Community Development Director or designee	Prior to issuance of demolition or grading permit	Evidence to the City: Photo documentation by a certified arborist verifying dead trees, marked as such in photos of the trees as identified in the Tree Report (Tree Nos. 9, 28, 30, 42, 92, 105, 106, 111, 114, 117, and 118), prepared by Carlberg Associates, August 2018		Withhold demolition or grading permit and /or issuance of a stop work order
MM BIO 8 Significant Tree Removal. Prior to the issuance of a demolition or grading permit, the Project shall obtain a Tree Removal Permit from the City of La Verne for the four Significant trees to be removed (Tree Nos. 46, 47, 48, and 49). The trees to be	Community Development Director or designee	Prior to issuance of demolition or grading permit and prior to issuance of Tree	Evidence to the City: Final Landscape Plan with delineation on the plan		Withhold demolition or grading permit and /or issuance of a

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removed shall be replaced at a ratio of 4:1, for a minimum of 16 replacement trees. Replacement trees shall be of a species determined by the Community Development Director and shall include a minimum of four 24-inch box trees and twelve 48-inch box trees. The replacement trees shall be included on landscape and irrigation plans for the Project, shall be planted in the natural areas of the Site, and shall be irrigated as required for establishment. The replacement trees shall be monitored in accordance with the policies outlined in the Tree Removal Permit, with a minimum of three years of quarterly monitoring.		Removal Permit	identification of the four Significant trees to be removed, replacement ratio of 4:1 with identification of 16 replacement trees authorized by Community Development Director (with minimum of 24-inch and 48-inch box trees). Monitored in accordance with policies outlined on the Tree Removal Permit including irrigation plans of replacement trees		stop work order

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MM BIO 9 Significant Tree Protection. Prior to the start of construction, the certified arborist shall determine that Tree Safety Zone for all Significant trees that the Project would encroached upon (Tree Nos. 1, 5, 8, 10, 11, 13, 15, 18, 19, 20, 22, 27, 29, 31, 32, 34, 35, 43, 44 and 45). Five-foot high chain link fencing shall be installed as protective fencing around the Tree Safety Zone. A Tree Protection Plan showing the proposed location of protective fencing shall be prepared for the review and approval by the Community Development Director prior to the issuance of a demolition, grubbing, or grading permit. Postholes for protective fencing shall be dug by hand to allow for avoidance of significant roots that may be encountered. If significant roots, as determined by the certified arborist, are encountered, the post hole shall be moved to avoid root severance. All protective fencing shall be verified by the Community Development Department prior to commencement of construction work and shall remain in place until the Community Development Department approves its removal. A warning sign of a minimum size of 8.5 x 11 inches clearly stating "Tree Safety Zone; This Fence Shall Not Be Removed" shall be prominently displayed on each protective fencing enclosure. All grubbing, demolition, digging, excavating, filling, grading, construction, or trenching within the Tree Safety Zone of Significant trees shall be monitored by the certified arborist. Equipment, materials, and vehicles shall not be stored, parked, or operated within the Tree Safety Zone of any Significant tree. Equipment with overhead exhaust shall not be paced in such a manner as to scorch overhanging branches or foliage. Alternative equipment may be required in such areas as deemed necessary by the certified	Community Development Director or designee	Prior to issuance of grading permit	Evidence to the City: Tree Protection Plan to be reviewed and authorized by the Community Development Director or designee Construction monitoring reports shall be submitted to the Community Development Department at appropriate intervals to be determined by in the Tree Permit conditions of approval		Withhold grading permit and /or issuance of a stop work order

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arborist. Construction monitoring reports shall be submitted to the Community Development Department at appropriate intervals to be determined by those same agencies in the Tree Permit conditions of approval.					
MM BIO-10 Maintenance and Fuel Modification Procedures. During maintenance of the debris basin, topography and drainage patterns around the Significant trees shall not be altered in a manner that causes water to pond around the base of the trees. If canopy pruning of Significant trees within 200 feet of the proposed residences (Tree Nos. 5, 10, 19, 22, 27, 31, 44, and 45) is to be undertaken in accordance with fuel modification requirements, pruning shall be conducted between the most dormant months of July through September. Pruning shall be performed by a qualified ISA-Certified Arborist or ISA-Certified Tree	Community Development Director or designee	During maintenance of the debris basin and Fuel Modification	Evidence to the City: A work order and / or receipt of sale of work provided and completed by ISA-Certified Arborist or ISA-Certified Tree Worker		Issuance of a stop work order

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Worker and in compliance with current ISA Pruning Guidelines, best management practices, and American National Standards Institute pruning standards. Leaf litter shall be allowed to accumulate naturally within the protected zone of all Significant trees.					
Cultural Resources					
MM CR-1 Archaeological Resources Study. A qualified archaeological consultant shall be retained to survey the property for cultural resources prior to the approval of project plans. The report shall include consultation with the Native American Heritage Commission to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.	Community Development Director or designee	Prior to grading permit approval	Evidence to City: Preparation of an archaeological resource study by a Registered Professional Archaeologist.		Withhold grading permit
MM CR-2 Archaeological Resources. In the event that archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code §21080.3.2. The archaeologist, the Project Applicant, the City of La Verne's Community Development Director or designee, and interested Native American tribal representative (i.e., those who have expressed an interest in the Project through the Assembly Bill 52 process) shall confer regarding the appropriate disposition of the discovered resource(s). Depending upon the significance of the find, the archaeologist may simply record the find and allow work to	Community Development Director or designee	During grading or any other ground disturbing activities	Evidence to City: 1) A qualified archaeological monitor has been retained to be present during all grading and other significant ground disturbing 2) Interested Native American tribal representatives have been engaged as applicable		Issuance of a stop work order

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continue. If the find is determined to be a unique archaeological resource, as defined in Section 15064.5 of the State CEQA Guidelines, the resource shall be recorded and/or removed per applicable guidelines and/or agreed upon disposition of the resource(s).			3) Appropriate buffer areas have been established as applicable 4) Resource recorded and/or removed per applicable guidelines and/or agreed upon disposition of the resource.		
Geology and Soils					
MM GEO 1: If paleontological resources are exposed during construction activities for the Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified paleontologist can evaluate the significance of the find. The qualified paleontologist shall also monitor the remaining ground-disturbing activities. Depending upon the significance of the find, the paleontologist may simply record the find and allow work to continue. If the find is determined to be a unique paleontological resource, then a mitigation program shall be developed and implemented in accordance with the provisions of CEQA as well as the guidelines of the Society of Vertebrate Paleontology (1995).	Community Development Director or designee	During grading or any other ground disturbing activities	Evidence to City: 1) A qualified paleontological monitor has been retained to be present during all grading and other significant ground disturbing 2) Interested Native American tribal representatives have been engaged as applicable 3) Appropriate buffer areas have been established		Issuance of a stop work order

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			as applicable 4) Resource recorded and/or removed per applicable guidelines and/or agreed upon disposition of the resource.		
Noise					
NOI-1 In addition to adherence to the City of La Verne Municipal Code, which limits the construction hours of operation, the following measures are recommended to reduce construction noise emanating from the proposed project: a. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. b. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. c. Equipment shall be shut off and not left to idle when not in use. d. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. e. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be	City Building Official and Community Development Director, or designee	During grading and construction	Evidence to the City: Construction equipment is in proper working order; stationary construction equipment is staged as far away as possible from sensitive receptors; equipment shut off and not left idle when not in use; Jackhammers construction pneumatic equipment and all other stationary sources shielded and directed away from sensitive receptors		Issuance of a stop work order

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shielded and noise shall be directed away from sensitive receptors.					
NOI-2 In addition to adherence to the City of La Verne Municipal Code, which limits the construction hours of operation, the following measures are recommended to reduce construction vibration emanating from the proposed project: a. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards. b. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. c. Equipment shall be shut off and not left to idle when not in use. d. The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction. e. Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors. f. Caution should be utilized if a vibratory roller or other similar vibratory equipment is utilized within one foot of the western property line of the proposed project, adjacent to existing residential structures.	City Building Official and Community Development Director, or designee	During grading and construction	Evidence to the City: Construction equipment is in proper working order; stationary construction equipment is staged as far away as possible from sensitive receptors; equipment shut off and not left idle when not in use; Jackhammers construction pneumatic equipment and all other stationary sources shielded and directed away from sensitive receptors		Issuance of a stop work
Tribal Cultural					

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			Date: December 2020		
Mitigation Measure No./Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>MM TCR -1 Retain a Native American Monitor/Consultant: Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians-Kizh Nation – the tribe consulted on this project pursuant to Assembly Bill AB 52 and Senate Bill SB 18 (the “Tribe” or the “Consulting Tribe”). A copy of the executed contract shall be submitted to the Lead Agency prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on -site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and the Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources.</p> <p>Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 50 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the Tribal monitor approved by the</p>	Community Development Director designee	During ground disturbing activities	<p>Evidence to the City:</p> <p>1) A Native American monitored approved by the Gabrieleno Band of Mission Indians – Kizh Nation has been retained to be present during all ground-disturbing activities.</p> <p>2) Appropriate buffer areas have been established as applicable.</p> <p>3) County coroner is notified in accordance with State law.</p> <p>4) Resource(s) recorded on California Depart. Of Parks and Recreation 523 Form as appropriate.</p> <p>5) Interested parties confer regarding the appropriate disposition of the</p>		Issuance of stop work order

**MITIGATION MONITORING AND REPORTING PROGRAM
BASELINE ROAD SINGLE-FAMILY RESIDENTIAL AND ANNEXATION PROJECT**

Project Name: Baseline Road Single-Family Residential and Annexation Project			Applicant: Ramzy Fakhoury Date: December 2020		
Mitigation Measure No./Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>Consulting Tribe and a qualified archaeologist if one is present. If the resources are Native American in origin, the consulting Tribe will retain it/them in the form and or/manner the Tribe deems appropriate, for educational, cultural and/or historic purposes.</p> <p>If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the project site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). Preservation in-place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.</p>			<p>discovered resource(s).</p> <p>6) Treatment plan is prepared as appropriate.</p> <p>7) Submittal of required evaluation and report by a qualified archaeologist to the City, Kizh Nation, and the Native American Heritage Commission.</p>		
MM TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects: Native American human remains are defined in PRC	Community Development Director	During ground disturbing activities	<p>Evidence to the City:</p> <p>1) Appropriate buffer</p>		Issuance of stop work order

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5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 507.98 are also to be treated material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined that nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that the are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC 5097.98 shall be followed.	designee		<p>areas have been established as applicable.</p> <p>2) County coroner is notified in accordance with State law.</p> <p>3) Resource(s) recorded on California Depart. Of Parks and Recreation 523 Form as appropriate.</p>		
MM TCR-3 Resource Assessment & Continuation of Work Protocol: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 100 fee and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Community Development Director designee	During ground disturbing activities	<p>Evidence to the City:</p> <p>) A Native American monitored approved by the Gabrieleno Band of Mission Indians – Kizh Nation has been retained to be present during all ground-disturbing activities.</p> <p>2) Appropriate buffer areas have been established as applicable.</p>		Issuance of stop work order

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			3) County coroner is notified in accordance with State law. 4) Treatment plan is prepared as appropriate		
MM TCR-4 Kizh-Gabrieleno Procedures for Burials and Funerary Remains: If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; or items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Community Development Director designee	During ground disturbing activities	Evidence to the City: 1) County coroner is notified in accordance with State law. 2) Resource(s) recorded on California Depart. Of Parks and Recreation 523 Form as appropriate.		Issuance of stop work order
MM TCR-5 Treatment Measures: Prior to continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and /or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the	Community Development Director designee	During ground disturbing activities	Evidence to the City: 1) County coroner is notified in accordance with State law.		Issuance of stop work order

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<p>same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of a recovery. The site of reburial/repatriation shall be on the project site but at</p>			<p>2) Resource(s) recorded on California Depart. Of Parks and Recreation 523 Form as appropriate.</p> <p>3) Interested parties confer regarding the appropriate disposition of the discovered resource(s).</p> <p>4) Treatment plan is prepared as appropriate</p>		

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a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.					
MM TCR-6 Professional Standards: Native American and Archaeological monitoring during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of Tribal Cultural Resources (TCRs) shall be taken. The Native American monitor must be approved by the Gabrieleno Band of Mission Indians-Kizh Nation. Principal personnel for Archaeology must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California.	Community Development Director design	During ground disturbing activities	Evidence to the City: 1) A Native American monitored approved by the Gabrieleno Band of Mission Indians – Kizh Nation has been retained to be present during all ground-disturbing activities.		Issuance of stop work order

**MITIGATION MONITORING AND REPORTING PROGRAM
BASELINE ROAD SINGLE-FAMILY RESIDENTIAL AND ANNEXATION PROJECT**

STANDARD CONDITIONS

Project Name: Baseline Road Single-Family Residential and Annexation Project			Applicant: Ramzy Fakhoury		
			Date: April 2020		
Standard Condition No./Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
Biological Resources					
<p>SC BIO-1 Any Significant trees that would not be removed by the Project, shall be subject to preservation and protective measures, to include (but not be limited to):</p> <ul style="list-style-type: none"> • No grading, construction, or construction-related activities shall occur within the safety zone (i.e., the area within the dripline of a tree and extending therefrom either to a point of at least five feet outside the dripline or to a point 15 feet from the trunk, whichever distance is greater) of a significant tree as defined by Chapter 18.78 (Preservation, Protection, and Removal of Trees) of the La Verne Municipal Code, including, but not limited to, storage of materials, grade changes, or attachment of wires to or around tree trunks, stems, or limbs. • No structure shall be located within the safety zone or within a six-foot radius of the trunk perimeter, whichever is greater, of any significant tree. A tree with a caliper of 30 inches or more shall require additional space as determined by the city landscape architectural consultant or parks director. • Significant trees shall be shielded from damage during construction by chain link and steel stake fence enclosing the entire safety zone area. All exposed roots shall be inside the fence barrier, which shall have a minimum height of four feet measured from grade. In all cases where a fence barrier is to be used around a protected tree, the fence barrier shall be installed prior to commencement of any development on the site and 	Community Development Director or designee	Prior to the issuance of grading permits	<p>Evidence to the City:</p> <p>Establishment of appropriate buffer around safety zone of any Significant Tree</p>		Withhold grading permit and /or issuance of a stop work order

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Standard Condition No./Implementing Action	Responsible for Monitoring	Timing of Verification	Method of Verification	Verified Date/Initials	Sanctions for Non-Compliance
<p>shall remain in place throughout the construction period.</p> <ul style="list-style-type: none"> • Branches that could be injured by vehicles or that interfere with construction shall be pruned to the satisfaction of the city landscape architectural consultant or designee. <p>This standard condition shall be implemented to the satisfaction of the City Community Development Director or designee.</p>					
Hydrology and Water Quality					
<p>SC HYD-1 Prior to the issuance of a demolition permit and/or grading permit, the project proponent shall file and obtain a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) in order to comply with the National Pollution Discharge Elimination System (NPDES) General Construction Storm Water Permit for discharge of surface runoff associated with construction activities. Evidence that this has been obtained (i.e., a copy of the Waste Discharger's Identification Number) shall be submitted to the City for coverage under the NPDES General Construction Permit. The NOI shall address the potential for an extended and discontinuous construction period based on funding availability. This condition shall be implemented to the satisfaction of the City Engineer and the Community Development Director or designee, as appropriate.</p>	Public Works Department and /or the Community Development Director or designee	Prior to the issuance of grading permits.	<p>Evidence to the City:</p> <p>Evidence of filing of the Notice of Intent with the Regional Water Quality Control Board via submittal of a copy of the Waste Discharger's identification Number to the City</p>		Withhold grading permit
<p>SC HYD-2 SWPPP. Prior to the issuance of a demolition permit and/or grading, the Project Applicant shall submit to and receive approval from the City of La Verne a Storm Water Pollution</p>	Public Works Department and /or the Community	Prior to the issuance of grading permits.	<p>Evidence to the City:</p> <p>Submittal to the City of a Storm Water</p>		Withhold grading permit and / or issuance of a

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<p>Prevention Plan (SWPPP). The SWPPP shall include a surface water control plan and erosion control plan citing specific measures to control onsite and offsite erosion during the entire construction period. In addition, the SWPPP shall emphasize structural and nonstructural best management practices to control sediment and non-visible discharges from the Site. The SWPPP shall include inspection forms for routine monitoring of the Site during both the demolition and construction phases to ensure National Pollution Discharge Elimination System (NPDES) General Construction Storm Water Permit compliance and that additional best management practices and erosion control measures will be documented in the SWPPP and utilized if necessary. The SWPPP shall address the potential for an extended and discontinuous demolition and construction period based on funding availability. The SWPPP shall be kept on Site for the entire duration of Project construction and shall be available to the Los Angeles Regional Water Quality Control Board (LARWQCB) for inspection at any time. Best management practices to be implemented may include the following:</p> <ul style="list-style-type: none"> • Sediment discharges from the site may be controlled by the following: sandbags, silt fences, straw wattles and temporary basins (if deemed necessary), and other discharge control devices. The construction and condition of the best management practices shall be periodically inspected during demolition and construction, and repairs shall be made when necessary as required by the SWPPP. • Materials that have the potential to contribute to 	Development Director or designee		Pollution Prevention Plan (SWPPP)		stop work order

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<p>non-visible pollutants to storm water shall not be placed in drainage ways and must be contained, elevated, and placed in temporary storage containment areas.</p> <ul style="list-style-type: none"> • All loose piles of soil, silt, clay, sand, debris, and other earthen material shall be protected in a reasonable manner to eliminate any discharge from the site. Stockpiles shall be surrounded by silt fences and covered with plastic tarps. • The construction contractor shall be responsible for performing and documenting the application of best management practices identified in the SWPPP. Weekly inspections shall be performed on sandbag barriers and other sediment control measures called for in the SWPPP. Monthly reports and inspection logs shall be maintained by the contractor and reviewed by the City of La Verne and the representatives of the LARWQCB. In the event that it is not feasible to implement specific best management practices, the City of La Verne can determine that other best management practices will provide equivalent or superior treatment either on or off site. <p>This condition shall be implemented to the satisfaction of the City Engineer and the Community Development Director or designee, as appropriate.</p>					
SC HYD-3 SUSMP. Prior to the issuance of a grading permit, the Project Applicant shall submit a Standard Urban Storm Water Mitigation Plan for Municipal Storm Water and Urban Runoff Management Programs in Los Angeles County	Public Works Department and /or the Community Development	Prior to the issuance of grading permits.	Evidence to the City: Submittal to City of a Standard Urban Storm Water		Withhold grading permit and / or issuance of a stop work order

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(SUSMP) to the City of La Verne for review and approval. The Project shall implement project design features identified in the SUSMP. The SUSMP shall demonstrate that the proposed development plan includes best management practices for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. Best Management Practices shall be designed and implemented to retain the Project Site's minimum design capture volume and hydromodification volume to ensure post-development storm water runoff volume or time of concentration does not exceed pre-development storm water runoff. Periodic maintenance of any required bioretention basin and landscaped areas during Project occupancy and operation shall be in accordance with the schedule outlined in the SUSMP. This condition shall be implemented to the satisfaction of the Director of the City of La Verne Public Works Department and the Community Development Director or designee, as appropriate.	Director or designee		Mitigation Plan for Municipal Storm Water and Urban Runoff Management Programs in Los Angeles County (SUSMP)		