CITY OF LA CAÑADA FLINTRIDGE

Community Development Department
One Civic Center Drive
La Cañada Flintridge, CA 91011-2137
(818) 790-8881

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY CHECKLIST

Case Number: Conditional Use Permit (USE-2020-0807)
Variance (EXCP-2020-0018)
Tree Removal Permit (DEV-2021-0034)

Project Location: 215 and 273 Foothill Boulevard
La Cañada Flintridge, CA 91011

Project Description: The project involves the demolition of the existing 18,596 square foot Parish Hall and construction of a new 14,746 square foot Parish Hall, redevelopment of the courtyard between the existing church and Parish Hall, including removal of up to 14 protected trees, and modification of the parking lot that would remove a total of three parking spaces from the lot located immediately north of the Parish Hall.

Project Applicant: St Bede the Venerable Catholic Church
215 Foothill Boulevard
La Cañada Flintridge, CA 91011

Lead Agency: City of La Cañada Flintridge
Department of Community Development
One Civic Center Drive
La Cañada Flintridge, CA 91011
(818) 790-8881

On the basis of the attached Initial Study prepared for the project, it has been determined that the project has been modified to incorporate the mitigation measures listed below so that it would not have a potentially significant effect on the environment. This document constitutes a Mitigated Negative Declaration. Comments on the Mitigated Negative Declaration will be received from April 1, 2021 through April 20, 2021. A copy of the Mitigated Negative Declaration and Initial Study is available for review on the City's website at www.cityoflcf.org. Please contact the case planner for any assistance required.

I. Aesthetics

No mitigation measures are required.

II. Agriculture and Forest Resources

No mitigation measures are required.

III. Air Quality

No mitigation measures are required.

IV. Biological Resources

BIO-1 (Bird Nest Avoidance): If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.

V. Cultural Resources

No mitigation measures are required

VI. Energy

No mitigation measures are required.

VII. Geology and Soils

No mitigation measures are required.

VIII. Greenhouse Gas Emissions

No mitigation measures are required.

IX. Hazards and Hazardous Materials

No mitigation measures are required.

X. Hydrology and Water Quality

No mitigation measures are required.

XI. Land Use and Planning

No mitigation measures are required.

XII. Mineral Resources

No mitigation measures are required.

XIII. Noise

NOI-1: The following best management practices (BMPs), shall be implemented by the contractor and subcontractors to reduce construction noise:

- Construction equipment shall be properly muffled according to industry standards.
- Construction-related equipment, including heavy duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 15 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.

XIV. Population and Housing

No mitigation measures are required.

XV. Public Services

No mitigation measures are required.

XVI. Recreation

No mitigation measures are required.

XVII. Transportation

TRA-1 (Construction Traffic Mitigation Plan)**:** Prior to issuance of a grading permit and the first building permit for each phase of development, the project applicant shall submit a Construction Traffic Mitigation Plan (CTMP) to the City for review and approval. The CMP shall outline how construction traffic, parking, and other localized impacts from project construction activities will be minimized. At a minimum, the CTMP shall include the following elements:

- Traffic Controls: Include parking and travel lane configurations; warning, regulatory,

guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.

- Emergency Access: Description of emergency response vehicle access. If a road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included.
- Employee Parking: Ensure that construction period employees can either park on-site or at a designated off-site, off-street location (not in residential streets) within 500 feet of the Project Site to decrease the impact of construction parking on surrounding neighborhoods.
- Pedestrian Safety: If sidewalks are closed during construction, pedestrians would need to be advised of the closure with signage. It may also be necessary for the applicant to provide a protected walkway, approved by the City.

XVIII. Tribal Cultural Resources

No mitigation measures are required.

XIX. Utilities and Service Systems

No mitigation measures are required.

XX. Wildfires

No mitigation measures are required.

XXI. Mandatory Findings of Significance

Implementation of Mitigation Measure BIO-1 would reduce impacts to less than significant.

RESPONSIBLE AGENCIES: None

TRUSTEE AGENCIES: None

Public Review Period

Comments on the Mitigated Negative Declaration will be received from April 1, 2021 through April 20, 2021. Pursuant to Section 21092 of the Public Resources Code, and in accordance with Executive Order N-29-20, a Public Hearing by the Planning Commission of the City of La Cañada Flintridge will be held via teleconferencing on April 22, 2021 at 6:00 p.m. to consider this project. At that time, any interested person is welcome to view

the meeting via the City website, livestream: (URL https://cityoflcf.org/city-clerk/agenda-minutes/) or Charter Spectrum (Channel 3 or 16). Remote public comment is available for the Planning Commission meeting by emailing pcpubliccomment@lcf.ca.gov. If you are interested in addressing the Planning Commission regarding a public hearing item, you may participate telephonically and speak during the public hearing. You can access the meeting by logging into the Zoom meeting or dialing the following telephone number and you will be placed on listen only mode, muted until it is your turn to speak:

Zoom Meeting ID: 938 7805 0302
Phone No.: 1 (301) 715-8592

Prior to the Public Hearing, the public is invited to submit written comments on this Proposed Mitigated Negative Declaration to the La Cañada Flintridge Planning Department, Attention: Susan Koleda, Director of Community Development, One Civic Center Drive, La Cañada Flintridge, California 91011; or phone (818) 583-4349; email skoleda@lcf.ca.gov. Please refer to the project case numbers and address when submitting comments. Agency responses should include the name of the contact person within the commenting agency.

Document Availability

Copies of the application, maps, plans, environmental documents, and other pertinent materials related to this application are available for public viewing on the City's website www.cityoflcf.org. Please contact the case planner for any assistance required.

Susan Koleda, AICP
Director of Community Development

3/31/2021
Date

CITY OF LA CAÑADA FLINTRIDGE

ENVIRONMENTAL CHECKLIST FORM

1. **Project Title**:
   Conditional Use Permit (USE-2020-0807)
   Variance (EXCP-2020-0018)
   Tree Removal Permit (DEV-2021-0034)

2. **Lead Agency Name and Address**:
   City of La Cañada Flintridge
   Community Development Department
   One Civic Center Drive
   La Cañada Flintridge, CA 91011

3. **Contact Person and Phone Number**:
   Susan Koleda, AICP, Director of Community Development
   Community Development Department
   City of La Cañada Flintridge
   One Civic Center Drive
   La Cañada Flintridge, CA 91011
   818-790-8881

4. **Project Location**:
   215 and 273 Foothill Boulevard
   La Cañada Flintridge, CA 91011
   (AIN# 5819-025-029 and 5819-025-031)

   The subject property is located on the north side of Foothill Boulevard, between Crown Avenue and Daleridge Road, within the City of La Cañada Flintridge, County of Los Angeles.

5. **Project Sponsor's Name and Address**:
   St Bede the Venerable Catholic Church
   215 Foothill Boulevard
   La Cañada Flintridge, CA 91011

6. **General Plan Designation**:
   Downtown Village Specific Plan

7. **Zoning**:
   Institutional within the Downtown Village Specific Plan

8. **Description of Project:** (A description of the whole action involved, including but not limited to later phases of the project, and any secondary, support or off-site features necessary for its implementation):

The 4.03-acre project site is located north of Foothill Boulevard and east of Crown Avenue. The project site currently contains four existing structures, church, Parish Center, Parish Hall and Education Center, surface parking, 49 protected trees, and ornamental landscaping. The existing structures total 78,483 square feet, including breezeways and other covered exterior areas. The project would demolish the existing 18,596 square foot two-story Parish Hall, constructed in 1952 and construct a new 14,746 square foot Parish Hall.

The proposed new Parish Hall (Figure 1 – Site Plan) will be sized to accommodate elementary school level basketball and volleyball functions. The assembly room will also be able to accommodate com-munity meetings and/or school performances. A new commercial kitchen will improve the service to the parish and school. The new parent education classroom will have direct access to the renovated play yard, located to the west of the new structure, and separate toilet facilities. Additional spaces in the proposed building includes a new music classroom, multi-stall restroom facilities that are accessible from the assembly space and exterior, an ancillary classroom intended for the youth and sufficient storage space to accommodate all campus needs. improved meeting space, long and short term storage, and a commercial kitchen. The design of the new Parish Hall will be compatible with existing development on the site (Figure 2- Elevations).

There are a total of 40 protected trees growing on the project site and nine within the public right-of-way along the north side of Foothill Boulevard. In order to accommodate the new building and redevelopment of the courtyard between the new Parish Hall and the existing church, a total of 14 of the existing 40 trees will be removed. A total of two 36-inch box and 18 24-inch box trees, along with various shrubs and perennials, low ornamental grasses, ground covers and mixed succulents would replace the removed trees.

The Courtyard between the Church and the new Parish Hall will be renovated to include outdoor seating and new decorative paving pathways. The project will also include remodeling the existing adjacent parking lot, including a reduction from 13 parking spaces to 10 parking spaces, with the total number of on-site parking spaces being reduced from 157 to 154.

Project construction would last approximately 18 months and would start as early as the second quarter of 2022. Project construction would require material export of 275 cubic yards of material for grading and excavation.

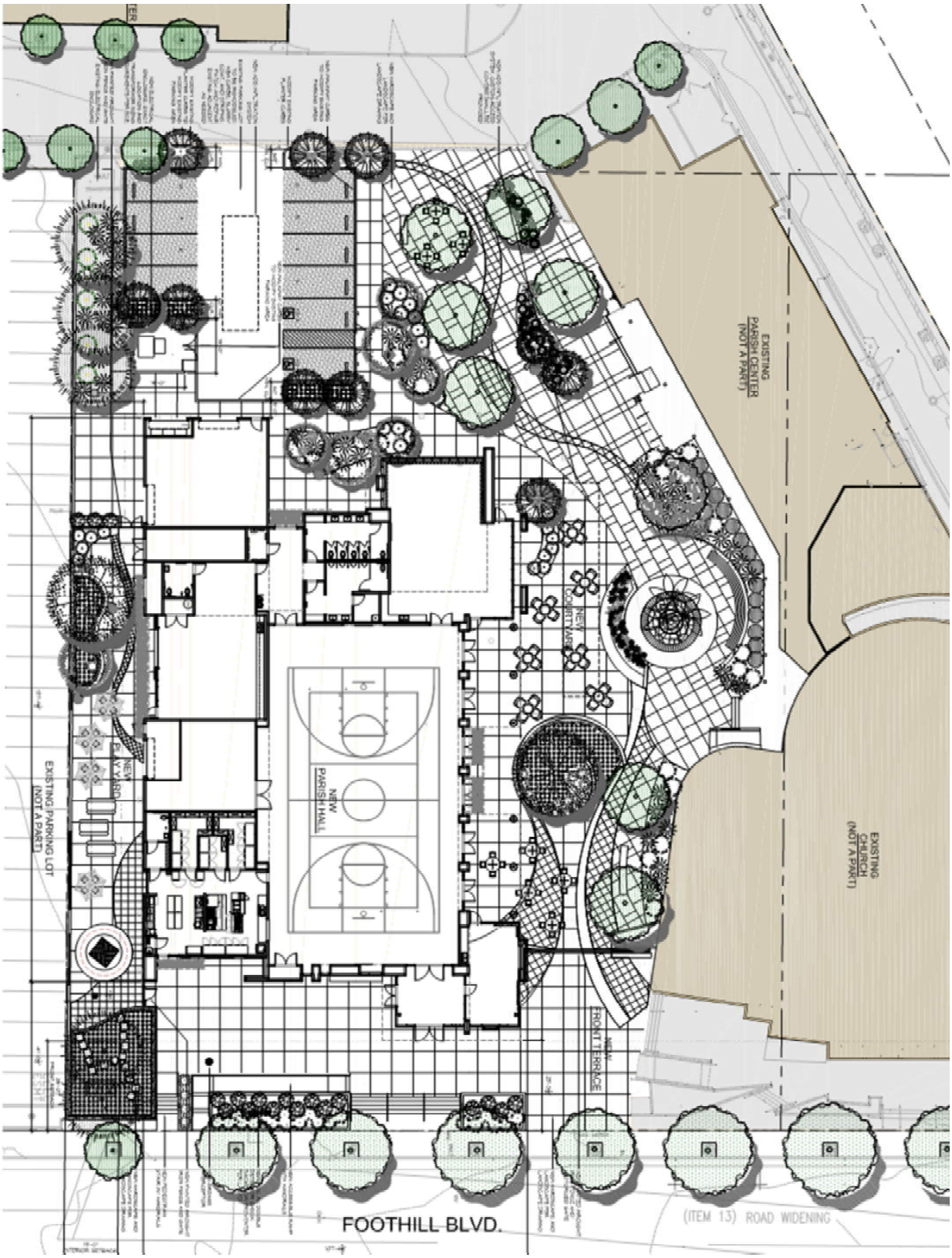
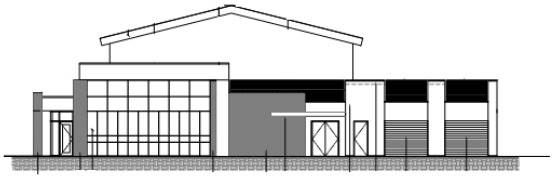
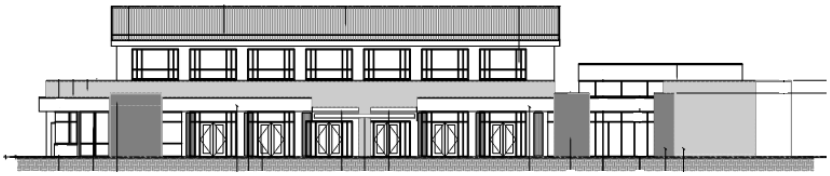


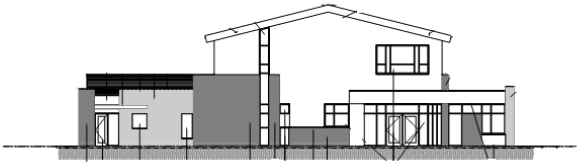
Figure 1 –Site Plan



NORTH ELEVATION



EAST ELEVATION

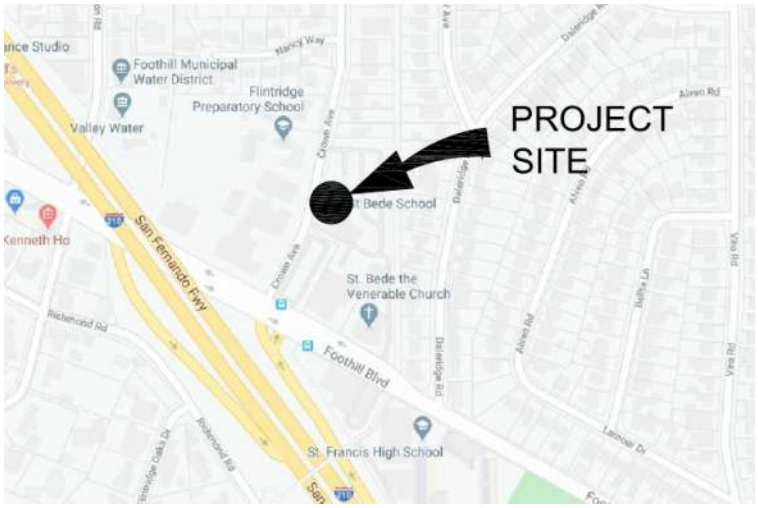


SOUTH ELEVATION

WEST ELEVATION

Figure 2 – Elevations

Project Location: The project site is a single parcel located on the north side of Foothill Boulevard, approximately 115-feet east of Crown Avenue. The site is located approximately 270 feet northeast of the I-210 freeway.



9. **Surrounding Land Uses and Environmental Setting:**

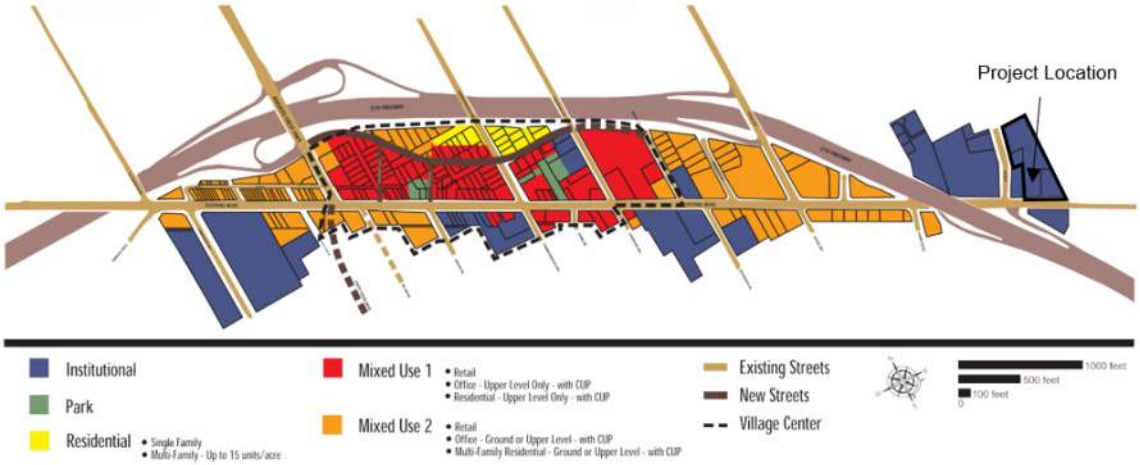
The campus property includes to parcels, 215 Foothill Boulevard (AIN# 5819-025-029) and 273 Foothill Boulevard (AIN# 5819-025-031). Combined, the parcels total 175,892 square-foot or 4.04 acres. The campus includes the 15,718 square foot church, 11,715 square feet of Parish Center (offices and arcade), 1,053 square foot of breezeway, a 30,269 square foot school, the existing 18,596 square foot Parish Hall and storage building and 1,132 square foot of exterior covered areas.

The subject site is surrounded by single-family residential to the north along Crown Avenue, single-family residential along Daleridge Road to the east, Foothill Boulevard, a parking structure associated with Saint Francis High School and the I-210 freeway to the south, with single-family residential beyond, and Flintridge Preparatory School to the west across Crown Avenue and southwest (parking lot located on the northeast corner of Foothill Boulevard and Crown Avenue. Parcels to the north and east are zoned R-1-7,500 (Single Family Residential, 7,500 square foot minimum lot size), while those to the south and west are designated Institutional within the DVSP.

Projects in the vicinity of the Project site, either submitted for processing, approved or under construction, include the following:

- Foothill Boulevard Link Project - Class II bicycle lanes are planned along Foothill Boulevard from Hillard Avenue to Briggs Avenue.
- Flintridge Preparatory School, 4543 Crown Avenue – phased expansion of school facilities totaling 22,790 square feet;
- 861 Flintridge Avenue – 12,300 square foot single-family residence

- 285 Berkshire Avenue – 32,000 square foot single-family residence
- 4537 Indianola Way – 3,000 square foot office building



10. **Other Agencies Whose Approval is Required** (e.g. permits):

County of Los Angeles Fire Department

11. **Native American Tribal Consultation**:
Have California Native Americans tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Letters regarding AB 52 consultation were sent to the following Native American tribes on February 3, 2021:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño Tongva Tribe
- San Gabriel Band of Mission Indians
- Soboba Band of Luiseño Indians

Environmental Factor(s) Potentially Affected (The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages):

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

Determination:

On the basis of this initial evaluation (check appropriate box):

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	X
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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	

3/31/2021

Susan Koleda, AICP
Director of Community Development
City of La Cañada Flintridge

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

   a) Earlier Analysis Used. Identify and state where they are available for review.

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

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which

were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

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

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

CITY OF LA CAÑADA FLINTRIDGE
ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
1. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the proposal:				
a) Have a substantial adverse effect on a scenic vista?			x	
Within the Conservation Element of the City's General Plan, Figure CNE-3 Topographic and Visual Resources, identifies City designated scenic corridors that offer public vantage points of prominent viewscapes that include: Foothill Boulevard, Verdugo Boulevard, I-210 Freeway, and Angeles Crest Highway (SR-2), which is also an officially designated State Scenic Highway north of the City boundary[1]. Additionally, the policies within the Downtown Village Specific Plan (DVSP) (Section 3.5), the area in which the project is located, requires the preservation of existing mountain views[2]. The project is located immediately north of Foothill Boulevard. Development of the project, including maximum height of the structure, is regulated by the DVSP and the development standards contained within the Public/Semi-Public (P/SP) zone district. Per the Zoning Code, the maximum building height as measured from nearest adjacent grade cannot exceed 35 feet. The majority of the existing structure to be demolished is approximately 28-feet in height, with a tower element that extends to approximately 52-feet in height. The proposed project's maximum height is 35 feet height, consistent with the development standards for the Institutional designation of the DVSP. Since the existing and proposed structure are comparable in height, views of the foothills to the north of the site will not be significantly impacted and the project will have a less than significant impact of scenic vistas.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			x	
The project site currently contains four existing structures utilized for religious assembly, surface parking and landscaping areas. Landscaping on the project site contains ornamental landscaping, including grass areas, trees, shrubs, and other ornamental plants. The nearest officially designated state scenic highway is SR-2, which is located approximately one mile west of the project site. Based on the existing developed character of the site and the existing topography within this portion of the City, the project site is not visible for this scenic highway.[3] The project site does not contain any scenic resources, such as rock outcroppings or historic buildings that could be damaged by the proposed project.				

[1] City of La Cañada Flintridge, General Plan, Conservation Element, 2013, Figure CNE-3.
[2] City of La Cañada Flintridge, General Plan, Conservation Element, page 4-14.
[3] City of La Cañada Flintridge, General Plan, Conservation Element, Figure CNE-3.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
The Conservation Element (CNE Goal 2) recognizes the urban forest as a valuable biological, aesthetic and scenic resource of the community and seeks to preserve and protect the resource through the implementation of the City's Preservation, Protection and Removal of Trees Ordinance. Zoning Code Chapter 11.40 regulates the Preservation and Protection of Designated Trees on Private Property. Tree removals on the project site area addressed through the tree removal permit, in compliance with adopted City Code. Therefore, impacts will be less than significant.				
c) In nonurbanized areas, substantially degrade the existing visual character or quality 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?			x	
The project site is located on Foothill Boulevard, a designated "Primary" roadway within the City and an urbanized area. The project is located immediately adjacent to the existing two story church at 215 Foothill Boulevard and the existing two story school structure to the north and is part of the St Bede campus. The majority of the existing Parish Hall, which is to be demolished as part of the project, is approximately 28 feet in height, with a tower element that extends to approximately 50-feet in height. The proposed project would result in a new Parish Hall that would be a code compliant 35-feet in height. Building materials represented within the area include stucco and tile roofing. The proposed two story Parish Hall building will include exterior materials consistent with the existing character displayed on the St Bede campus. This will be enforced through the requirement for review and approval of the exterior design and materials of the project by the City's Design Commission. Based on this requirement, the potential for the project to substantially degrade the visual character or quality of the site will be less than significant.				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			x	
Lighting within the vicinity of the project site currently includes both interior and exterior sources of illumination, including building and parking area fixtures, security and streetlights. The nighttime illumination is primarily utilized for safe navigation and security and is low-intensity. The proposed structure and parking area will not result in new sources of light, since they will be replacing an existing structure and parking area on the existing campus. The lighting levels associated with new lighting will be reviewed by staff for compliance with applicable standards and will provide minimal lighting levels sufficient for the institutional use. Therefore, although the project will introduce new lighting fixtures, the project will result in a minimal change to the existing built environment and impacts will be less than significant.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				x
There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the City.[4] Therefore, there will be no impact.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
There is no land zoned for agricultural use or William Act contracts within LCF; therefore, there will be no impact.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
No land within LCF is zoned for, or utilized as, forest land, timberland, or timberland zoned Timberland Production. The Angeles National Forest is located in excess of one mile north of the project site, completely outside of the City boundary. Therefore, there will be no impact.				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
There is no forest land within the City; therefore, there will be no impact.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				x

[4] California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/.

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

The project site is not located within proximity to any land zoned for or utilized for agricultural or forest land. Therefore, the proposed project will not result in the loss of forest land or conversion of forest land to non-forest use and therefore, there will be no impact.

3. AIR QUALITY. The significance criteria established by the South Coast Air Quality Management District shall be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			x	

The proposed project is located within the Los Angeles County portion of the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD's 2016 Air Quality Management Plan (AQMP) is therefore the applicable air quality plan for the proposed project. The 2016 AQMP was prepared to accommodate growth, reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, return clean air to the region, and minimize the impact on the economy.[5] Projects that are consistent with the assumptions used in the AQMP do not interfere with attainment because the associated growth with the projects are included in the projections utilized in the formulation of the AQMP. Thus, projects, uses, and activities that are consistent with the applicable growth projections and control strategies used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if it would individually exceed the SCAQMD's numeric indicators. Additionally, because SCAG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The project site has a General Plan Land Use designation of DVSP and within the DVSP the site is designated Institutional. The Institutional district of the DVSP is intended to provide for a mixture of schools, religious facilities, government and publicly owned uses. The proposed project is consistent with the General Plan land use and, therefore, the proposed project would be consistent with SCAG's regional forecast projections and, in turn, would also be consistent with the growth projections accounted for in SCAQMD's AQMP. Therefore, the proposed project would not conflict with, or obstruct, implementation of the AQMP and this impact would be less than significant.

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 (including releasing			x	

[5] South Coast Air Quality Management District (SCAQMD), Final 2016 Air Quality Management Plan (AQMP), March 2017, https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15. Accessed February 21, 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
emissions which exceed quantitative thresholds for ozone precursors)?				

The SCAQMD is required to monitor air pollutant levels to ensure applicable air quality standards are met. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in "attainment" or "nonattainment." The portion of the SCAB within which the project site is located is in nonattainment for both the federal and state standards for ozone, particulate matter (PM_{10} and $PM_{2.5}$) and lead, as well as the state standard for nitrogen dioxide (NOx). Therefore, the SCAB currently exceeds several State and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of State and federal air quality standards.

The SCAQMD has adopted the following thresholds for temporary construction-related pollutant emissions: 75 pounds per day reactive organic compounds (ROC), 100 pounds per day NOx, 550 pounds per day carbon monoxide (CO), 150 pounds per day sulfur oxides (SOx), 150 pounds per day PM_{10}, 55 pounds per day $PM_{2.5}$.

The SCAQMD has adopted the following thresholds for operational pollutant emissions: 55 pounds per day ROC, 55 pounds per day NOx, 550 pounds per day CO, 150 pounds per day SOx, 150 pounds per day PM_{10}, 55 pounds per day $PM_{2.5}$.

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the project's incremental contribution to cumulative air quality impacts is determined based on compliance with the SCAQMD adopted 2016 AQMP. As discussed previously under Threshold a above, the project would be consistent with the 2016 AQMP and would not have a cumulatively considerable air quality impact. Although the project's employment would increase compared to existing conditions, this growth would be well within the employment projections for the City.

Based on the size of the proposed project, including the demolition of the existing structure and the construction of a 14,746 square foot Parish Hall and associated parking area, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts will be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?			x	

SCAQMD defines sensitive receptor locations as residential, commercial and industrial land use areas as well as other locations where sensitive populations may be located. Other sensitive receptor locations include schools, hospitals, convalescent homes, day care centers, and other locations where children, chronically ill individuals, or other

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

sensitive persons could be exposed. Sensitive receptors within the project vicinity include multiple schools, including St Bede's (project site, Flintridge Preparatory School (to the west across Crown Avenue), Saint Francis High School (to the south across Foothill Boulevard).

Operational emissions would be negligible given that the project will replace the existing Parish Hall with a small, more efficient structure that has a similar use. Temporary construction emissions would not exceed SCAQMD thresholds. Therefore, the project would not subject sensitive receptors to significant pollutant concentrations.

Pollutants are identified as Toxic Air Contaminants (TACs) because of their potential to increase the risk of developing cancer or their acute or chronic health risks. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes, automotive repair facilities, and dry cleaning facilities. The project would not include any of these potential sources. Additionally, the project would not create new emissions sources. Therefore, the project would not expose receptors to acute and/or chronically hazardous TAC pollutants and impacts would be less than significant.

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

Potential activities that may emit odors during construction activities, include the combustion of diesel from the various on- and off-road equipment, and the use of architectural coatings and solvents. SCAQMD Rule 1113 would limit the amount of VOCs in architectural coatings and solvents. Further, these odors would be temporary in nature and would likely not be noticeable beyond the boundaries of the project site. The potential for impacts associated with diesel odor associated with construction activities would be less than significant. During operation, odors would primarily consist of vehicles traveling to the project site and the use of equipment during landscape and facility maintenance. Therefore, the project construction is not anticipated to result in objectionable odors, and impacts will be less than significant.

According to the California Air Resources Board and SCAQMD, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies and fiberglass molding facilities. [6] As an institutional use, the proposed project site does not include any of the uses identified as being associated with adverse odors. Therefore, the proposed project is not anticipated to result in other emissions that would adversely impact a substantial number of people and impacts will be less than significant.

4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified		x		

[6] SCAQMD, CEQA Air Quality Handbook.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				

The City has an extensive urban forest that provides habitat for wildlife, especially birds. Title 11 Chapter 11.40 of the City's Municipal Code (Preservation and Protection of Designated Trees on Private Property) is intended to preserve and encourage the regeneration of the urban forest. Title 4 Chapter 4.24 (Trees in the Public Right-Of-Way) governs the protection of trees located within the public right-of-way.

The project site is developed with an existing institutional use and is located within an urbanized area of the City. The project site is not located within an open space area of the City according to Figure LUE-1 of the General Plan Land Use Element and does not contain any critical habitat or support 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 (CDFW) or US Fish and Wildlife Service (USFWS).[7]

The project's landscape plan identified a total of 49 trees on or immediately adjacent to the project site. The project proposes to remove up to 14 protected trees, which are defined as trees over five feet in height on non-single family residential sites. The remaining protected trees and four City Street Trees would be preserved.[8] Per the requirements of the Zoning Code, temporary construction would implement the necessary precautions to protect trees not authorized for removal, including installing visible fencing around protected trees. As the trees proposed for removal may provide habitat for nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) and the CDFW, the removal of these trees may result in potential impacts. The project applicant would implement Mitigation Measure BIO-1 to ensure impacts to nesting birds would be reduced to less-than-significant levels.

> BIO-1 (Bird Nest Avoidance): If construction activities occur between January 15 and August 31, a preconstruction survey (within 7 days prior to construction activities) shall be conducted by a qualified biologist to determine if active nests are present within or adjacent to the area proposed for development in order to avoid the nesting activities of breeding birds/raptors.

If nesting activities within 200 feet of the proposed work area are not detected, construction activities may proceed. If nesting activities are confirmed, construction activities shall be delayed within an appropriate buffer from the active nest until the young birds have fledged and left the nest or until the nest is no longer active as determined by a qualified biologist. The size of the appropriate buffer shall be determined by a qualified biologist

[7] City of La Cañada Flintridge, General Plan, Land Use Element, Figure LUE-1.
[8] Project Preliminary Landscape Plan.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
based on field conditions. With the implementation of the mitigation measures, impacts will be less than significant.				
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 US Fish and Wildlife Service?				x
The project site is currently developed with an existing institutional use, and includes two structures, surface parking and landscape areas. The project site is located within an urbanized area of the City and is not located within proximity to any of the City's waterways. No riparian or other sensitive natural community is located on or adjacent to the project site. No impacts would occur.				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
The project site is currently developed and does not contain and is not located near any wetland habitat or a blue-line stream. Additionally, the project site is not located within the Hillside Residential or Estate Residential land use designations, which are designations identified under the City's General Plan that would potentially result in impacts on jurisdictional waters, if present. Therefore, the proposed project would not have a substantial adverse effect on federally protected wetlands, through direct removal, filling, hydrological interruption, or other means. No impacts would occur.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		x		
The project site and the surrounding area are currently developed and do not contain native resident or migratory species or native nursery sites. The project site is adjacent to Foothill Boulevard, a major transportation route that acts as a barrier to potential wildlife movement. While there are no wildlife migration corridors in the vicinity of the project site, the proposed project would involve activities that would potentially disturb native nesting bird species, including migratory birds. The project applicant would implement Mitigation Measure BIO-1, described above, to ensure impacts to interference with the movement of wildlife is reduced to less than significant.				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			x	
LCF Municipal Code Title 11, Chapter 11.40 concerns the preservation, protection and removal of certain trees on private property within the City. There are 14 of 49 existing				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
protected trees on or immediately adjacent to the project site that are proposed for removal. The project applicant would obtain a Tree Removal Permit for removing the ten protected trees. Based on the current code requirements, the proposed project would comply with the local ordinance for tree removal and will have a less than significant impact.				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x
There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or similar plans located within the City. Consequently, implementation of the proposed project would not conflict with the provisions of any adopted conservation plan. No impacts would occur.				

5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			x	
The development of the project would not result in any adverse change in the significance of a historical resource or an archaeological resource. In 2019, the City adopted a Historic Preservation Ordinance and amended the Official Register of Historic Properties of historic structures after conducting an extensive review of structures.[9] Although the existing Parish Hall was constructed in 1952 and is therefore more than 50 years in age, no element of the building warranted the structure being listed as a historical resource. Therefore, impacts would be less than significant.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			x	
As indicated in the Conservation Element of the City's General Plan, no historic archaeological sites have been recorded in the City.[10] The project site consists of an existing institutional use and is located within an urbanized area that has been previously disturbed and subject to grading and development. There is always the potential for archaeological resources to be discovered during construction. In the unlikely event that an archaeological resource is discovered, all construction work within the vicinity would be temporarily suspended until an archaeologist has evaluated the nature and significance of the resource. Once the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, impacts would be less than significant.				
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			x	

[9] City of La Cañada Flintridge, Ordinance No. 495 (LCFMC Chapter 11.90) and Resolution No. 20-34
[10] City of La Cañada Flintridge, General Plan, Conservation Element, page 4-7.

No known burial sites are located within the vicinity of the project site. However, if human remains are encountered, 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 the remains are determined to be of Native American descent, the coroner has 24-hours to notify the Native American Heritage Commission (NAHC). The NAHC will then contact the most likely descendant, who will then serve as a consultant on how to proceed with the remains (i.e. avoid removal or rebury). With implementation of this standard requirement, impacts will be less than significant.

6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy sources, during construction or operation?			x	

The main forms of available energy resources are electricity, natural gas, and oil. The proposed project would be required to comply with the California Building Energy Efficiency Standards and California Green Building Standards Code (CALGreen).

The 2019 California Energy Code (California Code of Regulations, Title 24, Part 6) and 2019 Building Energy Efficiency Standards (California Code of Regulations, Title 24, Part 11), commonly referred to as “Title 24,” became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC or Title 24), which became effective with the rest of the CBSC on January 1, 2020. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code are intended to address a variety of aspects of sustainable building practices involving water and energy conservation, solid waste reduction, pollution reduction, etc.

The existing Parish Hall was constructed in 1952 and is 18,396 square feet. The project will demolish this structure and replace it with a 14,746 square foot structure, a reduction in 3,650 square feet or a reduction of almost 20 percent. Combined with the reduction in area, the construction of the new Parish Hall will be required to meet all current Title 24 requirements, which will result in an overall reduction in energy use. Therefore, the project will not result in potentially significant environmental impact due to wasteful,

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inefficient, or unnecessary consumption of energy sources and the project will have a less than significant impact.				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			x	
As noted in the preceding response, the California Code of Regulations Title 24, Part 6–Energy Efficiency Standards, and the California Code of Regulations Title 24, Part 11–the CALGreen Code–mandate a variety of energy conservation and efficiency standards to be implemented through building design and construction. The City of La Cañada Flintridge enforces these standards through their local building code, plan check, and permitting procedures. Additionally, electricity supplied to the project by Southern California Edison (SCE) would comply with the State's Renewables Portfolio Standard. At the local level, the City of La Cañada Flintridge approved an Energy Action Plan (EAP) in 2013, which was prepared by the San Gabriel Valley Energy Wise Partnership (SGVEWP) between 30 member cities, SCE, and Southern California Gas Company. The EAP identifies municipal and community strategies to achieve the City's long-term electricity efficiency goals and has objectives such as creating a long-term vision for energy efficiency; providing and assessing information related to energy use and greenhouse gas (GHG) emissions; establishing reduction targets for energy efficiency; identifying goals, policies, and actions to achieve energy reductions; providing a framework implementing the identified goals, policies, and actions. Therefore, impacts will be less than significant.				

7. 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 for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			x	
The project site is not located within an Alquist-Priolo Earthquake Fault Zone.[11] Based on the available geological data, there are no known active or potentially active faults with the potential for surface fault rupture located under or within the immediate vicinity of the project site. Therefore, impacts associated with the rupture of a known earthquake fault will be less than significant.				
ii. Strong seismic ground shaking?			x	
A number of faults recognized as active by the State of California and/or the California Building Code are located within the Southern California area. A moderate to major event				

[11] California Department of Conservation, Fault Activity Map of California, https://maps.conservation.ca.gov/cgs/fam/app/. Accessed March 29, 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
on any of these faults could result in strong ground shaking at the project site. The intensity of the ground shaking would depend on the distance to the epicenter and the geology of the areas between the epicenter and the project area. This risk exists throughout the Southern California region and could pose a risk by exposing people, property and infrastructure to potentially damaging ground shaking. In accordance with the California Building Code, seismic structure design requirements will be based on the Seismic Design Category for the proposed structures, which is based on the Occupancy Category for the structure and on the level of expected soil modified seismic ground motion. The final determination of the Seismic Design Category will be made at the time of building plan submittal and review of a site specific soils report. Compliance with applicable building codes would minimize structural damage to buildings and ensure safety in the event of a moderate or major earthquake. Based on this, impacts associated with strong seismic ground shaking are anticipated to be less than significant.				
iii. Seismic-related ground failure, including liquefaction?			x	
Liquefaction is a seismic phenomenon in which loose unconsolidated soil or sediment materials lose cohesion and behave as a liquid due to earthquake shaking. Liquefaction typically occurs in sandy and/or silty materials that are saturated with groundwater, and is restricted to the upper 50 feet below ground surface. According to Figure SE-3 (State of California Seismic Hazard Zone in the City and Vicinity) of the General Plan Safety Element, the project site is not identified as having the potential for liquefaction.[12] Based on this information, potential impacts associated with liquefaction would be less than significant.				
iv. Landslides?			x	
The topography of the project site and the surrounding area is relatively flat and does not contain any distinctive landforms. According to Figure SE-3 (State of California Seismic Hazard Zone in the City and Vicinity), the project site is not located within an area identified as having a potential for earthquake-induced landslides.[13] Therefore, the probability of seismically induced landslides is considered to be very low. Impacts would be less than significant.				
b) Result in substantial soil erosion or the loss of topsoil?			x	
Development of the parcels would likely include removal of the existing paving and limited grading of the site. Development of the project site will include removal of one of the existing structures and paving, as well as limited grading of the site. These activities are not likely to result in a substantial loss in topsoil since the site has previously been graded and disturbed. Therefore, implementation of the project would have a less than significant impact in regard to the loss of top soil.				

[12] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.
[13] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Construction activities may result in wind and water driven erosion of soils due to grading activities if soil is stockpiled or exposed during construction. This impact is considered short-term in nature because the site would expose small amounts of soil only during construction activities. Any potential erosion impacts would be reduced by implementation of erosion controls imposed by the City through grading and building code requirements. The developer would also be required to adhere to SCAQMD Rule 403 (Fugitive Dust), which would further reduce the impact related to soil erosion to less than significant. As a result, with compliance with the above-mentioned regulations and BMPs, the proposed project would not result in substantial soil erosion. Impacts would be less than significant.				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			x	
The project site is located within a relatively flat area of the city along the south side of Foothill Boulevard. Based on information and analysis contained within the City's General Plan Safety Element, the site is not susceptible to landslides.[14] Due to the relatively flat topography of the project site and surrounding area, and the analysis within the City's General Plan and associate EIR, the project site would not expose people or structures to potential landslides. Impacts would be less than significant. Lateral spreading results from liquefaction or plastic deformation of soil that commonly occur on gentle slopes and has a rapid fluid-like flow movement. The conditions occur when blocks of mostly intact surficial soil are displaced laterally as a result of liquefaction in a subsurface layer. The project site is not located within an area of significant lateral spreading and is not susceptible to liquefaction, as noted above. Subsidence involves the settling or sinking of a body of rock or sediment. Subsidence is a type of mass wasting, or mass movement-transport of large volumes of earth material primarily by gravity but may occur as the result of either natural or human-caused events, such as groundwater withdrawal. The project area is not located within an area of significant subsidence activity. Collapsible soil involves the rapid settling or collapsing of certain types of geologically recent, unconsolidated sediments. Ground settlement can damage man-made structures such as foundations, pavements, concrete slabs, and utilities. Those portions of LCF that may be susceptible to seismically induced settlement are the alluvial surfaces and larger drainages that are underlain by alluvial sediments, and do not include the project site. Based on this information, the proposed project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and impacts would be less than significant.				

[14] City of La Cañada Flintridge, General Plan, Safety Element, Figure SE-3.

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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			x	
According to the LCF General Plan Update Final Program Environmental Impact Report (EIR), the soils within the city are assigned to the Hanford and Vista-Amargosa soil associations.[15] Shrink-swell hazard (expansion potential) is typically low. Therefore, impacts will be less than significant.				
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 wastewater?				x
The project site can be served by public sewer, which is located within Foothill Boulevard. The project will not be served by a septic tank; therefore, there will be no impact.				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			x	
Per the City's General Plan Update Final Program EIR, the area is underlain by pre-batholitic metavolcanic rock and is not fossiliferous.[16] No previously identified paleontological fossils localities are present within the city boundaries and the potential for the discovery of fossils is low. There is always the potential for paleontological resources to exist at deep levels, although minimal earth disturbing activities are proposed as part of the project. In the unlikely event that paleontological resources are unearthed, all earth-disturbing work would be temporarily suspended until a paleontologist has evaluated the nature and significance of the resource. Once the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, impacts would be less than significant.				

8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			x	
CEQA Guidelines provide regulatory direction for the analysis and mitigation of GHG emissions appearing in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in the City of La Cañada Flintridge. Although not formally adopted, the SCAQMD has a recommended quantitative threshold				

[15] City of La Cañada Flintridge, General Plan Update Final Program Environmental Impact Report, 2013, Page 4.6-3
[16] City of La Cañada Flintridge, General Plan Update Final Program Environmental Impact Report, 2013, Page 4.5-7

for all land use types of 3,000 MTs CO_2e/year.[17] The proposed project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 MTs CO_2e per year.

In September 2016, SB 32 was signed into law, formally codifying the 40% GHG emission reduction target adopted by Governor Brown in April 2015 through an executive order (B-30-15) into California legislation. SB 32 became effective on January 1, 2017 and requires the California Air Resources Board (ARB) to develop technologically feasible and cost effective regulations to achieve the targeted 40% GHG emission reduction. The ARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target.

The City's Climate Action Plan (CAP) was adopted on June 21, 2016. The CAP targets include a 15 percent reduction below 2007 levels by 2020 and a 58 percent reduction below 2007 levels by 2035. The trajectory set aims for the City to exceed the 2030 target (175,309 MT CO2e) by approximately 6 percent (164,595). The City is currently on track to meet the 2020 target and is showing substantial progress towards meeting the 2035 target. Therefore, the City has shown consistency with SB 32 and is considered a Qualified Greenhouse Gas Plan under CEQA. For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan.

This project would permit energy efficient construction on an existing lot located on an existing street with mass transit, and therefore, would be consistent with the CAP Measure E-1 (City of LCF Energy Action Plan Community Implementation), W-3 (Water Efficient New Development), GU-2 (Community Tree Planting), and SW-5 (Reduce Construction and Demolition Waste). As such, implementation of the project would not impede any of the implementation measures set forth by the CAP. Therefore, the project would not conflict with the state's 2030 GHG reduction goals as outlined in SB 32. Impacts associated with GHG emissions would be less than significant.

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

The City's CAP was published in 2016 and uses a 2014 emissions inventory. The CAP contains targets that include a 15 percent reduction below 2007 levels by 2020, consistent with AB 32, and a 58 percent reduction below 2007 levels by 2035. The trajectory set aims for the City to exceed the 2030 target (175,309 $MTCO_2e$) by approximately six percent (164,595 $MTCO_2e$).[18] Climate action measures are organized into six focus areas: (1) energy; (2) water; (3) transportation; (4) solid waste; (5) urban greening; and (6) adaptation.

[17] SCAQMD, Proposed Tier 3 Quantitative Thresholds – Option 1, September 2010.

[18] City of La Cañada Flintridge, Climate Action Plan, 2016, https://cityoflcf.org/wp-content/uploads/2020/01/LCF_Env_Action_Plan_2016.pdf.

The proposed project would incorporate GHG reduction measures that are consistent with the CAP by increasing energy efficiency, conserving water, and reducing solid waste. The proposed project would incorporate energy and water efficiency design features to enhance efficiency in all aspects of a building's life-cycle. For example, the proposed project would adhere to the 2019 Title 24 standard, install low flow toilets, use water efficient irrigation systems, and institute recycling services consistent with Section 4.408 of the CALGreen Code. These designs would increase the structures energy efficiency, water efficiency, and overall sustainability.

The City has a history of climate protection. In 2013, the City adopted an Energy Action Plan and an update to its General Plan. The Energy Action Plan focused on policies involving energy efficiency in existing buildings and construction of high performance new buildings. The proposed project would be designed in conformance with the policies in this plan. The proposed project would also be consistent with the goals and policies identified in the City's General Plan Air Quality Element. Specifically, the proposed project would be consistent with AQ Goal 3 to reduce air pollution and GHG emissions through conservation activities, policies and programs, regulations, and use of technology. As mentioned previously, the proposed project would implement standard construction practices, such as compliance with SCAQMD Rule 403 – Fugitive Dust, which requires all unpaved demolition and construction areas to be wetted at least three times a day during excavation and construction to minimize the generation of fugitive dust.

The project is located in an urban area, and the project would not significantly increase daily trips within the immediate vicinity of the site. In addition, incorporation of GHG reduction measures listed in the Energy Action Plan and the City's Air Quality Element would be consistent with the goals of AB 32. As discussed in Section 3, *Air Quality*, the project would comply with SCAQMD Rule 1113 and limit the amount of VOCs in architectural coatings and solvents. Therefore, the proposed project would result in less than significant impacts and is considered consistent with applicable plans.

9. HAZARDS and HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			x	

The types and amounts of hazardous materials that would be used in connection with the proposed project would be typical of those used for similar institutional uses (such as cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products is not considered to create a significant hazard to the public or the environment.

Construction of the proposed project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and

disposal. However, all potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations. Additionally, the Los Angeles County Fire Department (LACoFD) would have the authority to perform inspections and enforce federal and state laws governing the storage, use, transport, and disposal of hazardous materials and wastes.[19] As such, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

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

The proposed project would not involve the use or storage of hazardous substances other than the small amounts of oils and fuel associated with motor vehicles utilized for transportation to and from the site. Once constructed, the project is not anticipated to utilize hazardous potential for spillage and/or accidental release of hazardous substances or wastes, including medical wastes, if not managed appropriately. Compliance with applicable regulations would ensure protection against hazardous materials spillage and effective containment and cleanup facilities and procedures for accidental spills. The proposed project would be required to comply with all federal and state laws regulating hazardous materials.

The proposed project includes the demolition of an existing structure, which were built in 1952. The building was constructed prior to the bans on the use of asbestos- containing materials (ACMs) and lead-based paint (LBP) in the late 1970s. As such, based on the age of the existing building, the presence of ACMs or LBP may occur on the project site. However, any ACMs or LBP found would be properly removed and abated as required by State law, specifically Title 22 of the California Code of Regulations (CCR), the California Health and Safety Code, which includes the Hazardous Waste Control Law. The project applicant would also be required to comply with SCAQMD Rule 1403 regarding the handling and disposal of ACMs on the project site. Therefore, impacts of the proposed project would not have the potential to create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

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

The project site includes an existing school (St Bedes), while Saint Francis High School is located directly to the south across Foothill Boulevard and Flintridge Preparatory School is located immediately to the west across Crown Avenue.

[19] City of La Cañada Flintridge General Plan, Safety Element, page 5-15.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Construction associated with the proposed project may involve the use of hazardous materials. However, the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. These activities would also be short-term or one time in nature and would cease upon project completion. Additionally, these potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations to not pose a hazard to anyone on the project site. All spills or leakages of petroleum products during construction activities would be required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local regulations regarding the cleanup and disposal of the contaminant released. All contaminated waste encountered would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility. Strict adherence to all emergency response plan requirements set forth by the City and LACoFD would also be required through the duration of the project construction. Therefore, the proposed project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				x
The project site is not located on the State of California Hazardous Waste and Substances Site List of sites published by the California Environmental Protection Agency (CalEPA), Department of Toxic Substances (DTSC), or the State Water Resources Control Board (SWRCB).[20, 21, 22] The site is otherwise not known or anticipated to have been contaminated with hazardous materials and no hazardous material storage facilities are known to exist on-site. There would be no impact related to being located on a hazardous materials site.				
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?				x
The project site is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest public use airport is Bob Hope Airport in Burbank (approximately 11 miles west from the site). Therefore, the proposed project would not				

[20] California Environmental Protection Agency, https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf. Access March 29, 2021
[21] California Department of Toxic Substances Control, EnviroStor, https://www.envirostor.dtsc.ca.gov/public/. Accessed March 29, 2021
[22] California State Water Resources Control Board, https://geotracker.waterboards.ca.gov/search?CMD=search&case_number=&business_name=&main_street_name=&city=&zip=&county=&SITE_TYPE=LUFT&oilfield=&STATUS=&BRANCH=&MASTER_BASE=&Search=Search. Accessed March 29, 2021

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
result in a safety hazard for people residing or working in the vicinity of an airport and there would be no impacts.				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			x	
The City is part of the California Standardized Emergency Management System (SEMS) and is in the process of preparing a Multi-Hazard Functional Plan. The plan will address the City's planned response to extraordinary emergency situations associated with natural disasters, technological events and natural security emergencies. The City is also part of a Disaster Management Area through a joint Powers Agreement with Los Angeles County. The City is part of Disaster Management Area C, which includes Monterrey Park, Alhambra, Burbank and Glendale. The goal of the program is coordinated in planning for preparedness, mitigation and recovery from emergencies or disasters. While the City does not have any defined emergency routes, Foothill Boulevard and the I-210 are considered emergency routes as they both traverse the City and provide regional access to the greater Los Angeles area. Additionally, the Los Angeles County Department of Public Works identifies the I-210 as a primary disaster route (freeway).[23] Implementation of the proposed project would not result in a substantial change in uses on the project site that would impair existing emergency access operations. The proposed project may require temporary partial street closures along the north side of Foothill Boulevard due to construction activities. While such partial closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would be required to obtain necessary encroachment permits from the City's Public Works Department for all work occurring within the public right-of- way. The project has been designed to be consistent with all current Fire Code requirements, including provision for access and vehicle turn-around areas. Additionally, as a condition of approval, the proposed project would be subject to the review of LACoFD. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			x	
As stated in the City's Municipal Code Section 4.01.020 (Very high fire hazard severity zone), the entire City has been designated a Very High Fire Hazard Severity Zone (VHFHSZ).[24] The project site is located within the core of the City and is not located in a wildland-urban interface (WUI) area, which is defined as an area where human				

[23] Los Angeles County Department of Public Works, Disaster Routes with Road Districts for South Los Angeles County, Map, https://dpw.lacounty.gov/dsg/DisasterRoutes/map/disaster_rdm-South.pdf. Accessed February 21, 2021.
[24] California Department of Forestry and Fire Protection, California Fire Hazard Severity Zone Viewer, 600 Foothill Boulevard, https://egis.fire.ca.gov/FHSZ/. Accessed March 29, 2021.

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

development meets undeveloped wildland or vegetative fuels. Properties located in a WUI area are subject to more stringent building code requirements than properties outside of these zones. The City follows the requirements of the Los Angeles County Fuel Modification Plan Guidelines within the mountainous areas of the City. However, the City has been divided into two fuel modification zones: one where guidelines must be followed, and the other where the guidelines do not apply. The proposed project is located within the area of the City where the guidelines do not apply.[25] While the proposed project would not be required to comply with the City's Fuel Modification Plan Guidelines, the proposed project would adhere to the City's adopted Fire Code and implement fire protection measures to ensure impacts related to exposing people or structures to adverse effects from wildfires are less than significant.

10. HYDROLOGY AND WATER QUALITY. Would the proposal:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			x	

Sections 303 and 304 federal Clean Water Act (CWA) requires states to develop water quality standards, criteria and guidelines. In accordance with California's Porter/Cologne Act, the State Water Quality Control Board and Regional Water Quality Control Boards (RWQCBs) are responsible for developing water quality standards (objectives and beneficial uses) required by the CWA.

LCF is located within the greater Los Angeles River watershed, and thus within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance within receiving water limitations. Therefore, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards. Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the NPDES. Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. The City is a co-permitee in the Los Angeles County MS4 Permit (Order No. R4-2012-0175; NPDES No. CAS004001). Under this MS4, each permitted municipality is required to implement the SQMP.

In accordance with the County-wide MS4 permit, all new developments must comply with the SQMP. In addition, as required by the MS4 permit, the City has adopted a Stormwater Management Ordinance requiring Standard Urban Stormwater Mitigation Plans (SUSMP) to ensure new developments comply with SQMP. This ordinance requires new developments to submit a plan to the City that demonstrates how the project will comply

[25] City of La Cañada Flintridge, Fuel Modification Plan Applicability Map, http://cityoflcf.org/wp-content/uploads/2019/08/Adopted-Fuel-Mod-Plan-Guidelines-Map-South-Half.pdf. Accessed March 29, 2021.

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

with the City's Stormwater Management ordinance. The SUSMP will require the contractor to identify, construct, and implement the storm water pollution prevention measures and Best Management Practices (BMPs) necessary to control the pollutants that are predictable by the project from entering the storm water runoff from the site. The SUSMP includes measures that will be included in the project to maximize the use of pervious materials throughout the site to allow storm water percolation and pollutant filtration with the use of a retention/detention basin, storm water clarifier, and catch basins with BMPs. The installation and maintenance of all required BMPs by the contractor during construction will reduce potential water quality impacts to less than significant.

The project includes the demolition of an existing structure and construction of a new Parish Hall, with the slightly smaller footprint. It is proposed that stormwater will flow to Foothill Boulevard, where it is transported via a catch basin to the storm drain system maintained by Los Angeles County. Development of the site will be required to comply with the County-wide Municipal Separate Storm Sewer Systems (MS4) Permit, requiring compliance with the SQMP. In addition, LCF has adopted a Low Impact Development ordinance, designed to utilize small-scale natural drainage features to slow, clean, infiltrate and capture rainfall. Based on compliance with all applicable requirements, the proposed project would have a less than significant impact.

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

The City is located in the Raymond Groundwater Basin. Natural recharge in the basin is mainly from direct percolation of precipitation and percolation of ephemeral streamflow from the San Gabriel Mountains. The principal streams that recharge the basin are the Arroyo Seco, Eaton Creek, and Santa Anita Creek.

The project would not install any groundwater wells and would not otherwise indirectly withdraw any groundwater. The project will require the use of water for dust suppression during demolition of the existing site improvements, grading and construction of the new Parish Hall. The amount of water that will be required to control dust during demolition, grading and construction is not anticipated to significantly impact existing groundwater supplies. The project would require some excavation; however, there are no known aquifer conditions at the project site or near the project that may be intercepted by excavation or development of the proposed project.

The project site is currently largely impervious and therefore does not a significant area for groundwater recharge. The proposed project will not increase the amount of impervious area that could prevent groundwater recharge.

The City has adopted several ordinances designed to minimize on-site water use and the amount of runoff diverted through the storm drain system. This plan is subject to review and approval by the Building and Safety Division before the issuance of a building permit.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
The project's irrigation and plumbing plans are also required to comply with the Title 24 water efficiency requirements and the City's requirements for landscape irrigation. Overall, the landscaping would be water efficient and consist of California native and climatically appropriate selections, all of which require much lower amounts of water than nonnative and turf planting. Additionally, the irrigation is designed to conform to Chapter 4.23 of the City's Municipal Code, the City's Water Efficient Landscape Ordinance. This ordinance is a result of State Assembly Bill 1881, which mandates that all local jurisdictions follow specific regulations for the efficient use of water in the irrigation of landscapes. Adherence to the requirements would reduce the amount of water used in the project landscaping and would aid the proposed project in complying with all related water reduction provisions. Thus, the potential impact related to groundwater supplies is less than significant.				
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 a substantial erosion or siltation on- or off-site;			x	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			x	
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			x	
iv. impede or redirect flood flows?			x	
The proposed project would demolition and reconstruct the existing Parish Hall and would therefore result in minimal changes in the site's existing drainage patterns and does not involve any alteration to a drainage course. The proposed project would result in minimal change to the site's existing drainage pattern; therefore, the project would not result in substantial erosion or siltation. As discussed in Section 9(a) above, the project is subject to NPDES requirements, including the county-wide MS4 permit and the City's Stormwater Management ordinance. In accordance with these requirements, the Applicant is required to submit a plan to the City that demonstrates how the project will comply with the City's ordinance, including implementation of BMPs that reduce water quality impacts (including erosion and siltation) to the maximum extent practicable. The project plans include low impact development (LID) drainage features in accordance with LCFMC Chapter 9.20 (Low Impact Development Standards), such as paved surface that direct runoff to planter areas. Complying with the City's Stormwater Management ordinance and implementing the required BMPs, along with incorporation of LID features, would ensure that the				

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

proposed project would not result in significant erosion or siltation impacts due to changes to drainage patterns.

The drainage of stormwater runoff from the project would be controlled by building regulations and directed towards the city's existing storm drains and catch basins. Prior to the issuance of a building permit, the Applicant is required to submit a site grading and drainage plans to the Building and Safety Division for review and approval. This required approval ensures that the proposed drainage is appropriately designed and that the proposed runoff does not exceed the capacity of the City's storm drain system. The proposed drainage of the site would not channel runoff on exposed soil, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas.

Any minor change to the site's existing drainage patterns are not expected to cause flooding with adherence to drainage control requirements. As implementation of the proposed project would not result in a substantial change in the amount of pervious and impervious surfaces across the project site, the project would not result in any changes in the local drainage patterns. The proposed project would implement a Stormwater Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) and LID design features to control discharges, such as landscaping improvements and underground retention infiltration structures to convey stormwater runoff on site or to surrounding storm drains.

The proposed project is located in an area classified by the Federal Emergency Management Agency (FEMA) as Zone X or Area of Minimal Flood Hazard.[26] Zone X is defined as an area outside the 0.2 percent annual chance floodplain. Additionally, the City's General Plan Safety Element states that no 100-year or 500-year floodplains have been identified in the City.[27] The project site is located in an urbanized area and, as discussed above, no changes to the local drainage pattern would occur with implementation of the proposed project.

Based on the information presented above, the proposed project would not 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 and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			x	

Although the Devils Gate Dam is located approximately one half miles southeast of the project site, the dam is at a lower elevation and downstream from the subject site. The project site is not located within an area downstream of the dam that would be at risk of flooding and, as noted above, is identified by FEMA as an Area of Minimal Flood Hazard

[26] Federal Emergency Management Agency, Flood Map Service Center, 215 and 273 Foothill Boulevard, La Cañada Flintridge, https://msc.fema.gov/portal/search#searchresultsanchor. Accessed March 29, 2021.
[27] City of La Cañada Flintridge, General Plan, Safety Element, page 5-5.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
(Zone X). Therefore, risk release of pollutants due to project inundation due to flood hazard is less than significant. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide or volcanic eruption. A review of the County of Los Angeles Flood and Inundation Hazard Map shows that the project site is not within the mapped inundation zone; therefore, there will be no impact. A seiche is temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure. As the project site is not located adjacent to such a body of water, there will be no impact.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			x	
The project site is located within the Raymond Groundwater Basin. The proposed project site and surrounding area is not a significant source of groundwater and the proposed project would not decrease groundwater supplies or interfere substantially with groundwater recharge. Additionally, the project's proposed uses would not introduce substantial sources of polluted water that a use such as an industrial use would generate. The proposed project BMPs would also address any potential polluted runoff generated by the project. With implementation of the treatment systems, polluted runoff would be minimized under the project site and would provide an improvement in the surface water quality runoff compared to existing conditions. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.				

11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?			x	
The project site is currently developed with three structures utilized for institutional purposes, surface parking and ornamental landscape areas. The project site is located within the DVSP and is designated Institutional. The project will demolish the existing Parish Hall and replace it with a newer, slightly smaller Parish Hall, and after construction will continue to operate as part of the St Bede campus. Therefore, the project will not physically divide an established community and impacts will be less than significant.				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			x	
The proposed project is consistent with the Downtown Village Specific Plan, the existing City of La Cañada Flintridge General Plan, and the City of La Cañada Flintridge Zoning Code. The General Plan Land Use Map currently designates Parcel 1 as "Downtown Village Specific Plan" and the project site is designated "Institutional" within the DVSP.				

The DVSP is consistent with the General Plan in that it creates a vision and development framework to strengthen the "downtown" area of La Cañada Flintridge as the heart of the community. The DVSP allows for mixed-use land use districts that allow various combinations of retail, office, multi-family residential, institutional and public uses.

In accordance with the development standards for the Institutional designation of the DVSP, the project has been designed consistent with the development standards for the "Public/Semi-Public" zone. This includes development standards with regard to building height and setback from Foothill Boulevard. Therefore, impacts related to conflicts with applicable land use plans, policy or regulation would be less than significant.

12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				x
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				x

As determined by the California Department of Conservation, the project site is not located within an area with active or known mining operations or mineral resource recovery sites.[28] Therefore, the proposed project would have no impact resulting from the loss of a locally important mineral resource recovery site.

13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		x		

A significant impact may occur if the proposed project would generate excessive noise that exceeds the applicable noise level standards set forth in the City's General Plan Noise Element and Municipal Code. Implementation of the proposed project would result in an increase in ambient noise levels during both construction and operation.

Construction

Construction within the City is regulated under LCFMC Section 5.02 (Regulation of Community Noise). Section 5.02.110 (Temporary Construction Activities) establishes construction noise standards based on "noise zones," allowing for a noise levels at the

[28] California Department of Conservation, State Mining and Geology Board, Updated Designation of Regionally Significant Aggregate Resources in the San Gabriel Valley Production-Consumption Region, Los Angeles County, April 2014, https://www.conservation.ca.gov/smgb/reports/Documents/Designation_Reports/SMARA_DesignationReport-12.pdf. Accessed March 29, 2021.

project site of up to 85dB(A) on weekdays from 7:00 am to 6:00 pm and 70 dB(A) on Saturdays from 9:00 am to 5:00 pm. In addition, the City's Municipal Code, Section 5.02.100 (Alternative Use of Maximum Noise Limits by dB(A) Levels) establishes exterior noise standards based on zoning districts. The closest sensitive uses/zones to the project is the existing school located on the project, Flintridge Preparatory School located immediately to the west across Crown Avenue, Saint Francis High School located to the south across Foothill Boulevard and single family residential located to the north and east. Based on the zoning and applicable designation within the DVSP, all immediately surrounding land uses have a one-hour average of 65dB(A) that would be permitted at the applicable property line between 7:00 am and 7:00 pm and a one-hour average of 55dB(A) between 7:00 pm and 7:00 am.

Due to the use of mobile construction equipment during each construction phase, the proposed project could also expose surrounding uses to increased ambient exterior noise levels for short periods during the day. Any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition, excavation, and grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed uses) because the physical structures of other buildings would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors. Implementation of the mitigation measures identified below would reduce the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible by ensuring that (1) construction equipment would be scheduled to avoid operating several pieces of equipment simultaneously to the extent feasible; and (2) construction equipment would be equipped with noise-shielding and muffling devices to the extent feasible.

NOI-1: The following best management practices (BMPs), shall be implemented by the contractor and subcontractors to reduce construction noise:

- Construction equipment shall be properly muffled according to industry standards.
- Construction-related equipment, including heavy duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 15 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.

<u>Operation</u>

The primary operational noise source associated with the proposed project would be traffic. The project is not anticipated to result in any additional vehicle trips per day, since the new Parish Hall will be replacing an existing facility that provides similar support uses

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that are currently provided on-site. Therefore, there is not anticipated to be a long-term alteration of the existing noise level associated with the project site. Therefore, impacts would be less than significant.				
b) Generation of excessive groundborne vibration or groundborne noise levels?			x	

Vibration is sound radiated through the ground. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. Construction activities have the potential to generate low levels of groundborne vibration. Similar to noise levels, vibration levels diminish with increasing distance away from the source.[29] Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels.

Vibration intensity is typically expressed as the peak particle velocity (PPV), defined as the maximum instantaneous peak of the vibration level and measured in inches/second (ips). The general range of groundborne vibration extends from barely perceptible (0.006 ips) to severe (2.0 ips). In terms of construction-related impacts on buildings, the City has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 ips. This threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City and the County of Los Angeles do not have a significant threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation (Caltrans) adopted vibration standards for buildings that are used to evaluate potential impacts related to project construction.[30,31] Based on FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 ips at any building that is constructed with reinforced, steel, or timber.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 ips at any engineered concrete and masonry buildings.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.

[29]Federal Transit Administration, Transit Noise and Vibration Assessment Manual, Section 7.2, September 2018, https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed March 29, 2021.
[30]Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf. Accessed March 29, 2021.
[31] California Department of Transportation (Caltrans), Transportation and Construction Vibration Guidance Manual, 2013.

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• Project construction activities would cause a PPV groundborne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage. • The FTA's vibration impact thresholds for human annoyance are used in this analysis. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, such as schools and churches. Large bulldozers are capable of producing approximately 87 VdB at 25 feet, 78 VdB at 50 feet, and 69 VdB at 100 feet. Moreover, as mentioned before, groundborne vibration is typically limited to 200 feet. The closest sensitive receptor to on-site activities include: St Bede's school (130 feet), residential to the east (160 feet), Flintridge Preparatory School to the west (200 feet) and Saint Francis High School to the south (340 feet). Construction vibration generated by the project site would be less than 69 VdB at the sensitive uses based on the distance, which would not exceed the FTA vibration threshold 80 VdB. Therefore, impacts would be less than significant.				
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
The project is not near an airport or airstrip and, therefore, there will be no impacts.				

14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			x	
The project site is currently developed as a church campus and is surrounded on all sides by existing development. As the project site is located within an urbanized area and are currently served by existing roads and infrastructure, the proposed project will not expand existing services. Therefore, development of the project would not induce population growth and impacts would be less than significant.				
b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?				x
The project site does not currently contain any housing. Therefore, the proposed project will not displace substantial numbers of existing housing or people, necessitating the construction of replacement housing and there will be no impact.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			x	
The Los Angeles County Fire Department provides fire services to the project site. The closest fire station to the site is Station 82, located at 352 Foothill Boulevard, approximately 720 feet west of the project site, on the southeast corner of Foothill Boulevard and Georgian Road. [32] Development of the site will be required to comply with the applicable Fire Code requirements, including the placement of on and off-site hydrants and building fire sprinklers. Additionally, prior to the issuance of a building permit, plans for construction would be required to submit plans to the Los Angeles County Fire Department for review and approval. Based on this, impacts to fire protection are anticipated to be less than significant.				
b) Police protection?			x	
Police protection within LCF is provided through a contract with the Los Angeles County Sheriff's Department. The Sheriff's Department operates from the Crescenta Valley Station, approximately three miles west of the project site at 4554 Briggs Avenue.[33] The City reviews this contract on an annual basis and adjusts as determined necessary to maintain adequate levels of police protection. Implementation of the project, an institutional use on an existing church campus, would not substantially increase the need for police protection services or alter acceptable response times. Existing Los Angeles County Sheriff's Department facilities would serve the proposed project and there would not be any need for new or altered police facilities. Therefore, the proposed project would have a less than significant impact on police protection services.				
c) Schools?			x	
The project is located within the boundaries of the La Cañada Unified School District. Although project construction would create construction jobs, these would be temporary. Construction workers would likely be drawn from the existing work pool and there would be no new student population associated with project construction. Pursuant to Section 65995 of the Government Code, school districts may collect a fee, based on a per-square-foot basis, to assist in the construction of or additions to schools; however, as an institutional use, the fee would not apply to this project. Payment of applicable school impact fees is the only action required under State law and is assumed to mitigate any indirect impacts on schools to a level of less than significant.				
d) Parks?			x	

[32] City of La Cañada Flintridge, Public Safety, https://cityoflcf.org/public-safety. Accessed March 29 2021.
[33] City of La Cañada Flintridge, Crescenta Valley Sheriff's Station, https://lasd.org/crescenta-valley/. Accessed March 29, 2021.

The proposed project would not involve the development or displacement of a park. The project site is located within the DVSP, is currently or proposed to be designated Institutional. Based upon the proposed use of the site, it is not anticipated that the project would not result in a significant increase in demand for park facilities due to the negligible increase in employees generated by the construction or operation project. Impacts will be less than significant.				
e) Other public facilities?			x	
Based on the proposed use of the site under the amended DVSP land use designation, it is not anticipated that the project will have a significant impact on public facilities, such as hospitals or libraries. The use of the site is not anticipated to result in a significant increase in demand for such services based upon the negligible increase in the number of employees associated with the project. Therefore, impacts will be less than significant.				

16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			x	
The City owns six municipal parks totaling 4.4 acres, including Memorial, Glenola, Glenhaven, Olberz, Mayors' Discovery, and Winery Channel Trailhead parks. Additionally, the City has entered into joint-use agreements with the La Cañada Unified School District for the use of various school district owned recreational facilities.[34] The proposed project is a non-residential project that would not substantially increase the City's population or the related demand on recreational facilities. Given the nature of the Institutional use, it is not anticipated that employees or visitors would place additional demand to nearby parks. As such, the proposed project would not lead to substantial physical deterioration of recreational facilities, and impacts would be less than significant.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			x	
As described above, the proposed project would not increase demand to offsite recreational facilities. The proposed project would not include recreational facilities or require the construction of expansion of facilities that would have an adverse effect on the environment, and impacts would be less than significant.				

[34] City of La Cañada Flintridge, Recreation & Facilities, https://cityoflcf.org/parks-and-recreation/recreation-facilities. Accessed March 29, 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		x		

Implementation of the proposed project includes the demolition of the existing Parish Hall, the construction of a new, smaller, 14,746-square foot, two-story Parish Hall, the redevelopment of the courtyard between the Parish Hall and the existing church and modification of the parking lot immediately north of the Parish Hall. During project construction, a temporary increase in traffic, particularly heavy trucks, and parking would occur in the vicinity of the project site. Additional trips generated by construction vehicles, truck deliveries, and construction employees could affect traffic flow in the study area for all roadway and sidewalk users, including pedestrians and bicyclists. Therefore, the increase in vehicle trips (from trucks and construction workers) generated by the construction of the project could impede access by passenger vehicles, public transit, bicyclists, and pedestrians in the vicinity of the project site on a temporary basis, and impacts are potentially significant. Implementation of Mitigation Measure TRA-1 would require the project applicant to develop a Construction Traffic Mitigation Plan to reduce potentially significant impacts during project construction to less-than-significant levels.

TRA-1 (Construction Traffic Mitigation Plan)**:** Prior to issuance of a grading permit and the first building permit for each phase of development, the project applicant shall submit a Construction Traffic Mitigation Plan (CTMP) to the City for review and approval. The CMP shall outline how construction traffic, parking, and other localized impacts from project construction activities will be minimized. At a minimum, the CTMP shall include the following elements:

- Traffic Controls: Include parking and travel lane configurations; warning, regulatory, guide, and directional signage; and area sidewalks, bicycle lanes, and parking lanes. Include specific information regarding the project's construction activities that may disrupt normal pedestrian and traffic flow and the measures to address these disruptions.
- Emergency Access: Description of emergency response vehicle access. If a road or area is completely blocked, preventing access by an emergency responder, a contingency plan must be included.
- Employee Parking: Ensure that construction period employees can either park on-site or at a designated off-site, off-street location (not in residential streets) within 500 feet of the Project Site to decrease the impact of construction parking on surrounding neighborhoods.
- Pedestrian Safety: If sidewalks are closed during construction, pedestrians would need to be advised of the closure with signage. It may also be necessary for the applicant to provide a protected walkway, approved by the City.

General Plan: The City's General Plan Circulation Element includes goals, objectives, and policies to guide future circulation and transportation-related decision making.[35] The following goals, objectives, and policies are applicable to the project:

- Goal 1: Maintain a safe, multi-modal, efficient, economical, and aesthetically pleasing circulation system providing for the circulation of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.
  - Objective 1.2: Establish and periodically evaluate a Level of Service (LOS) impact standard by which to evaluate new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns.
  - Objective 1.3: Enhance community character by maintaining aesthetically-pleasing streets with low traffic volumes.
    - Policy 1.3.3: Encourage developments that contribute to balanced land uses and that serve to reduce overall trip lengths (e.g., jobs and housing balance, locating retail in closer proximity to residents and patrons).
    - Policy 1.3.4: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.
- Goal 2: Facilitate alternatives to automobile travel, including public transportation, bicycling, ridesharing, walking, and equestrians, that support land use plans, meet transportation needs, and reduce vehicle-related and GHG emissions.
  - Objective 2.1: Promote transit-supportive uses where appropriate.
    - Policy 2.1.2: Provide and coordinate the provision of pedestrian and bicycling enhancements, such as sheltered benches and bike racks, along major roadways and within the DVSP.
    - Policy 2.1.3: Continue to provide information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.
  - Objective 2.2: Continue to improve transit service in the City to achieve trip reductions, improve air quality and reduce GHG emissions, and facilitate pedestrian and non-motorized travel.
    - Policy 2.2.1: Encourage the use of transit along Foothill Boulevard and specifically to and from the DVSP by enhancing the LCF shuttle service. Work to increase shuttle frequency and service hours.
- Goal 4: Maintain and enhance accessibility to public facilities and services for persons with special mobility needs, emergency services, commercial deliveries, and other users.
- Goal 6: Promote active (non-motorized) transportation.
  - Objective 6.1: Support bicycle use as a mode of transportation by providing a comprehensive network of bikeways and enhancing infrastructure to accommodate bicycles and riders.

The project would include various features and design elements that would meet the General Plan Circulation Element goals, objectives, and policies listed above. The

[35] City of La Cañada Flintridge, General Plan, Circulation Element, page 6-27.

project site is readily served by various transit lines, including the Glendale Beeline Route 3, which is a local line that travels from Glendale Galleria to the Jet Propulsion Laboratory, and La Cañada Flintridge Shuttle Route 33. The Foothill/Crown stop, which serves both the Glendale Beeline Route 3 and La Cañada Flintridge Shuttle Route 33, is less than 100 feet from the western boundary of the project site. The project would support both pedestrian and bicycle access to the project site along Foothill Boulevard and Crown Avenue.

No additional curb cuts would be proposed by the project. The driveway location on Foothill Boulevard is located away from pedestrian entrances to minimize potential pedestrian and vehicle conflicts.

As discussed under Threshold b, the project is not anticipated to result in any significant traffic impacts or VMT impacts.

DVSP: Chapter 7, Development Standards and Design Guidelines, of the DVSP includes objectives and development standards for development within the DVSP. Applicable guidelines within the DVSP include requirements for vehicle. The DVSP also requires lighting and security for parking areas, pedestrian walkways, and architectural lighting, all of which the project would include as part of its design and security features indicated above.

With the implementation of the above referenced mitigation measures, the project would not conflict with a program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			x	

The City adopted VMT Baselines and Thresholds of Significance in 2020.[36] The proposed project would be "screened out" by project type since it is a local-serving assembly use (place of worship). Therefore, impacts would be less than significant.

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

The project site is located on the north side of Foothill Boulevard, which at this location is fully improved, providing two lanes of traffic in each direction. Foothill Boulevard is relatively flat and does not contain any sharp curves. Parking associated with the project will be located on the onsite and accessed via a two-way driveway located on Crown Avenue, and a one-way driveway that exits the site adjacent to the east property line, onto Foothill Boulevard. The driveway on Crown Avenue provides adequate sightlines to drivers, to ensure safe ingress and egress from the site and the intersection of Foothill Boulevard and Crown Avenue is signalized, allowing for protected turning movements

[36] City of La Cañada Flintridge, City Council Resolution No. 20-17, July 7, 2020.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
from Crown Avenue to Foothill Boulevard, in both the east and west bound directions. Based on this, the project will not substantially increase hazards due to a design feature or incompatible uses and impacts will be less than significant.				
d) Result in inadequate emergency access?			x	
The City does not have any defined emergency routes; however, Foothill Boulevard and the I-210 are considered emergency routes because they both traverse the City and provide regional access to the greater Los Angeles area. The proposed project may require temporary and/or partial street closures along Foothill Boulevard due to construction activities. While such closures may cause temporary inconvenience, they would be temporary and would not substantially interfere with emergency response or evacuation plans. Additionally, the proposed project would be subject to the review requirements of County of Los Angeles Fire Department and Los Angeles County Sheriff's Department to ensure that all access roads, driveways, and parking areas would be accessible to emergency service vehicles. Therefore, the proposed project would not be expected to result in inadequate emergency access, and impacts would be less than significant.				

18. TRIBAL CULTURAL RESOURCES.				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			x	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			x	
As discussed in Section 5, Cultural Resources, no historic archaeological sites have been recorded in the City. In September 2015, the State adopted AB 52 to amend the Public Resources Code, relating to Native Americans. AB 52 establishes a formal consultation process for California Native American Tribes to identify potentially significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in Public Resources Code Section 21080.3.1 (d), within 14 days of determining that an application for a project is complete				

or of a decision by a public agency to undertake a project, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Should any information be gained during the consultation process, it would be used to analyze impacts to tribal cultural resources in the environmental document.

In accordance with AB 52, on February 3, 2021, the City notified the four Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site: San Gabriel Band of Mission Indians, Soboba Band of Luiseño Indians, the Gabrieleño Tongva Tribe and the Gabrieleño Band of Mission Indians – Kizh Nation. No response was received from any of the identified tribes.

There is no indication of the presence of any documented tribal cultural resources on the project site, construction of the project could have the potential to unearth undocumented tribal cultural resources beneath the site during excavation activities. Since construction of the proposed project would include ground disturbing activities and excavation for the building footings and subterranean parking area, construction activities could potentially encounter subsurface tribal cultural resources. In the unlikely event that a tribal cultural resource is discovered, all construction work within the vicinity would be temporarily suspended until an archaeologist has evaluated the nature and significance of the resource. Once the find has been appropriately mitigated, work in the area may resume. With implementation of this standard requirement, impacts would be less than significant.

19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			x	

Water: During construction activities, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, concrete preparation, painting, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies or the existing water distribution system, and impacts would be less than significant.

No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. Potable water would be supplied by the Foothill Municipal Water District (FMWD), via Valley Water Company, which draws its water supplies from a blend of local groundwater and imported water from the Metropolitan

Water District (MWD).[37] FMWD provides water supplies for a service area of approximately 22 square miles, with an estimated population of 88,000 people according to FMWD's 2015 Urban Water Management Plan (UWMP). FMWD's total system of reservoir facilities consists of six storage tanks at locations within three pressure zones, with a total storage capacity of 6.8 million gallons.[38] The project site is located within the FMWD service area for the Valley Water Company. For fiscal year 2019-2020, the Valley Water Company has imported 2,549.9 acre-feet (af) of water (71.5 percent of the total) and used 1,018.0 af of water (28.5 percent of the total), resulting in a total water use of 3,567.9 af per year (afy).[39] The FMWD has delivered an average of 2,316.4 afy from 2015 through 2020 to the Valley Water Company.[40]

The project would require new construction of water service lines to serve the proposed project. Installation of new water infrastructure would include on-site water distribution improvements, off-site work associated with connections to the public main, new fire hydrants, and upgrades as required by the FMWD or Valley Water Company. Prior to ground disturbance, project contractors would coordinate with the City's Public Works Department to identify the locations and depths of all lines. FMWD and the Valley Water Company would be notified in advance of proposed ground disturbance activities to avoid water lines and minimize disruption of water service.
An estimate of the average water usage of the proposed project determined in gallons per day (gpd) was made utilizing the Los Angeles County Sanitation Districts' (LACSD) average wastewater generation factors.[41] The project's expected water demand is 885 gpd.[42] The project would include water-efficient features to reduce demand on local water treatment facilities. Additionally, the project would include landscaping consisting of drought tolerant plants and the use of efficient irrigation systems to reduce water demand on the project site. As such, the proposed project would be compliant with the City's Building Code and Water Efficient Landscape Ordinance, which include by reference Title 24 requirements, to maximize water efficiency and reduce demand for potable water treatment.

Wastewater: The County Sanitations Districts of Los Angeles County (LACSD) provides wastewater services for the project site. Wastewater treatment would be provided by existing extraction and treatment facilities currently serving the project site. During construction of the project, a negligible amount of wastewater would be generated by construction workers. However, any such wastewater generation would be temporary, only lasting as long as project construction activities occur, approximately 15 months. It is anticipated that portable toilets would be provided by a licensed private vendor that

[37] Foothill Municipal Water District (FMWD), 2015 Urban Water Management Plan (UWMP), June 2016, https://www.fmwd.com/uploads/files/FMWD-2015-FINAL-UWMP.pdf. Accessed March 29, 2021.
[38] FMWD, 2015 Urban Water Management Plan (UWMP), page 1-14.
[39] FMWD, Management Report Fiscal Year 2019-2020, November 2020, page W-8, https://www.fmwd.com/uploads/files/Reports/FINAL%202019-2020%20Management%20Report.pdf. Accessed March 29, 2021.
[40] FMWD, Management Report Fiscal Year 2019-2020, November 2020, page W-9.
[41] Los Angeles County Sanitation District, Table 1 – Loadings for Each Class of Land Use, https://www.lacsd.org/civicax/filebank/blobdload.aspx?blobid=3531. Accessed March 29, 2021
[42] Water consumption can be determined by calculating 120 percent of the wastewater flow due to loss from evaporation and infiltration.

would dispose of the wastewater off-site. Such wastewater generation is therefore anticipated to result in either no or negligible discharges to the City's wastewater treatment conveyance systems or treatment facilities and would not be discharged through any service connections at or near the project site. No such service connections would be established during project construction to handle wastewater generated by construction workers. Such minimal wastewater flows are not expected to exceed to applicable treatment requirements of the Whittier Narrows Water Reclamation Plant or Low Coyotes Water Reclamation Plant, and such wastewater would be treated prior to discharge if discharged within the City. The minimal wastewater generation during construction would not require the construction of new or expansion of existing facilities, and, given their small amount, are not anticipated to exceed the capacity of existing wastewater conveyance and treatment systems.

The project would contain more water-efficient features than the existing Parish Hall and would reduce demand on the local water and wastewater treatment facilities, such as the installation of ultra-low flush toilets and low flow faucets. According to information available from LACSD, the project would generate approximately 738 gpd (approximately 0.0007 mgd) of wastewater, a reduction of 192 gpd from the existing 930 gpd based on the size of the existing Parish Hall. Wastewater would be treated at either the Whittier Narrows Water Reclamation Plant, which would have a capacity of 15 mgd, or the Los Coyotes Water Reclamation Plant, which would have a capacity of 37.5 mgd. The wastewater facilities would have capacity to accommodate the project's wastewater flows.

Stormwater Drainage: As discussed in Threshold c.i under Section 10, *Hydrology and Water Quality,* the proposed project would implement on-site design features to retain stormwater runoff on-site in compliance with LID regulations.

Electric Power and Natural Gas: The project site is located in a developed and urbanized area in the City that is served by existing electrical power and natural gas services. Electricity would be provided by SCE, and natural gas would be supplied by SoCalGas. As discussed in Section 6, *Energy,* the project with the demolition of the existing structures built in 1952 and the construction of a small, more energy efficient building, energy consumption with the project would be less intensive than the existing baseline. With regard to existing electrical distribution lines, the project would be required to coordinate electrical infrastructure removals or relocations with SCE and comply with site-specific requirements set forth by SCE, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within SCE easements would be minimized.

Project construction would not involve installation of new natural gas connections to serve the project site, since the project would demolish and replace the existing Parish Hall.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Telecommunications: The project site is located in a developed and urbanized area in the City that is served by existing telecommunication services. The project would not require installation of new underground telecommunication lines since the project involves the demolition and replacement of the Parish Hall. As such, no upgrades to off-site telecommunications facilities are anticipated. Based on the information above, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			x	
As described in Threshold a, the project would have an expected water demand of 885 gpd, compared to 1,116 gpd current requirement based on the 18,596 square foot size of the existing Parish Hall. This is a reduction of 231 gpd, or approximately 20 percent reduction. Since Valley Water and FMWD currently supply the site with more than the anticipated water supply for the proposed project, and the proposed project would result in a net decrease on water demand based on a reduction in size of the building and improvements in water efficient landscape and fixtures, impacts would be less than significant.				
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			x	
Based on the size of the existing Parish Hall, the use is currently estimated to generate 930 gpd of wastewater. With the demolition of the existing structure and its construction with a newer, smaller facility, the Parish Hall is expected to generate approximately 738 gpd (approximately 0.0007 mgd) of wastewater, a reduction of 192 gpd. As detailed in Threshold a, the Whittier Narrows Water Reclamation Plant and Los Coyotes Water Reclamation Plant would have capacity to treat the proposed project, since the existing generation level is higher than the proposed project. Therefore, the project would not result in a determination by the wastewater treatment provider that it would not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			x	
In the City of La Cañada Flintridge, non-residential uses are authorized to utilize one of three waste haulers: Allied Waste services, Athens Services or NASA Services. Allied				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Waste Services and NASA Services utilize Sunshine Canyon Landfill. Sunshine Canyon has a remaining disposal capacity of 55.2 million tons and has a daily permitted capacity of 12,100 tons per day (tpd).[43] Athens Services utilizes Scholl Canyon Landfill. The Scholl Canyon Landfill services solid waste generated by the Los Angeles County incorporated cities of Glendale, La Cañada Flintridge, Pasadena, South Pasadena, San Marino, Sierra Madre, and Los Angeles County unincorporated communities of Altadena, La Crescenta, and Montrose according to the Los Angeles County Sanitation Districts. The Scholl Canyon Landfill has a remaining disposal capacity of 3.8 million tons and has a daily permitted capacity of 3,400 tpd.[44] Based on a generation factor of 0.007 pounds per square foot per day for a Public/Institutional use, the project's 14,746 square foot size would generate 103 pounds (0.05 tons) of waste per day.[45] The amount of solid waste generated by the proposed project would be within the available capacities at both Sunshine Canyon and School Canyon Landfills. Impacts would be less than significant.				
e) Comply with federal, state, and local statutes and regulations related to solid waste?			x	
Pursuant to AB 939, the Integrated Waste Management Act of 1989, the City is required to develop source reduction, reuse, recycling, and composting programs to reduce the tonnage to solid waste entering landfills. The City must divert at least 50 percent of their solid waste generation from landfills and produce a Source Reduction and Recycling Element to describe how it is to reach that goal. The project would also be required to comply with the green building requirements as set forth in the Green Building programs required by the State and the City. This requires a minimum diversion rater of 65 percent of the total construction and demolition debris generated by the project. The solid waste generated by the proposed project would be incorporated into the waste stream of the City, and diversion rates would not be altered. The project does not include any component that would conflict with State laws governing construction or operational solid waste diversion and would comply pursuant to local implementation requirements. The proposed project will therefore comply with federal, State and local statutes, and impacts would be less than significant.				

20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire severity hazard zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			x	

[43] Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan (CoIWMP) 2019 Annual Report, September 2020, page 67, https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF. Accessed March 29, 2021.
[44] Los Angeles County Department of Public Works, CoIWMP 2019 Annual Report, page 65.
[45] CalRecycle, Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed March 29, 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
As stated under Threshold g in Section 9, *Hazards and Hazardous Materials*, the entire City has been designated a VHFHSZ. However, as further stated in Threshold f in Section 9, while the City does not have any defined emergency routes, Foothill Boulevard and the I-210 are considered emergency routes as they both traverse the City and provide regional access to the greater Los Angeles area. Implementation of the proposed project would not result in a substantial change in uses on the project site that would impair existing emergency access operations. While the proposed project may require temporary partial street closures along the north side of Foothill Boulevard due to construction activities, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would be required to obtain necessary encroachment permits from the City's Public Works Department for all work occurring within the public right-of-way. Impacts would be less than significant.				
b) Due to slope, prevailing winds, or other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrollable spread of wildfire?			x	
Although the project site is located within a VHFHSZ, the proposed project is located within the area of the City that is not adjacent to undeveloped wildland or vegetative fuels (WUI areas). Additionally, the project site is relatively flat and fully surrounded by single-family residential and institutional uses. The proposed project would be constructed in compliance with the Fire Code and California Building Code and would not expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of a wildfire by exacerbating wildfire risks. Impacts would be less than significant.				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			x	
As discussed in Threshold b above, the project site is within a VHFHSZ, but it is already developed with a religious assembly use and served by roads, power lines, water sources, and other utilities. No off-site improvements that would require new power lines or water sources would be required to serve the project. The project site is bordered by single family residential and institutional uses and roadways and is not directly adjacent to wildlands that require fuel breaks. Therefore, the proposed project would not require installation of new or increased level of infrastructure maintenance that could exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			x	

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

As previously mentioned, the project site is already fully developed with religious assembly uses and is bordered by residential uses to the north and east and roadways to the west and south with institutional uses beyond. As discussed throughout Section 7, *Geology and Soils*, the project site is not located within an area identified as having a potential for flooding, landslides, or slope instability. Additionally, as described in Section 10, *Hydrology and Water Quality*, the project would not result in a change to the drainage patterns. Therefore, impacts would be less than significant.

21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		x		
The project site is located within an urbanized area and is surrounded by residential and institutional uses. The project site is currently improved with an existing religious assembly use, located within four structures, and associated surface parking areas. Landscaping on the project site consists of ornamental landscaping, including grass areas, trees, shrubs, and other ornamental plants. No native vegetation or habitat exists on the site or within the project vicinity. In addition, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plans apply to the project site. While the proposed project could result in activities that could potentially impact habitat for nesting bird species protected by MBTA, implementation of Mitigation Measure BIO-1 would ensure impacts to nesting birds would be reduced to less than significant. The proposed project would also involve tree removal and temporary encroachment activities that would adversely impact trees protected under Title 11 Chapter 11.40 of the City's Municipal Code (Preservation and Protection of Designated Trees on Private Property). Therefore, the proposed project would not result in significant environmental impacts that have the potential to degrade the quality of the environment. Impacts would be less than significant with the identified mitigation measure incorporated.				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			x	

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Cumulative impacts may occur when the proposed project in conjunction with one or more related projects would yield an impact that is greater than what would occur with the development of only the proposed project. As discussed in Section 17. *Transportation*, the proposed project would not cause a substantial increase in traffic that would result in significant impacts on traffic conditions, which accounts for related projects within the vicinity of the project site. In addition, as discussed within Section 11, *Land Use and Planning,* the use is permitted the Institutional designation of the DVSP with approval of a Conditional Use permit. Therefore, as the proposed project would be consistent with existing uses and would not result in a substantial change in the uses in the project area, the proposed project would not contribute to any cumulative impacts. The proposed project would not result in any cumulatively considerable contribution to impacts.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			x	
A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the proposed project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures noted in Sections 1 through 20.				