

# MITIGATED NEGATIVE DECLARATION

## 28-UNIT APARTMENT BUILDING



### **Lead Agency:**

City of La Mirada  
13700 La Mirada Boulevard  
La Mirada, California 90638  
(562) 943-0131

### **Project Proponent:**

WestCal Property Group, Inc.  
2711 N. Sepulveda Boulevard, Suite 530  
Manhattan Beach, California 90266  
(310) 546-9500

### **Environmental Consultant:**

Phil Martin & Associates  
4860 Irvine Boulevard, Suite 203  
Irvine, California 92620  
(949) 454-1800

September 28, 2016

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## PLANNING DEPARTMENT

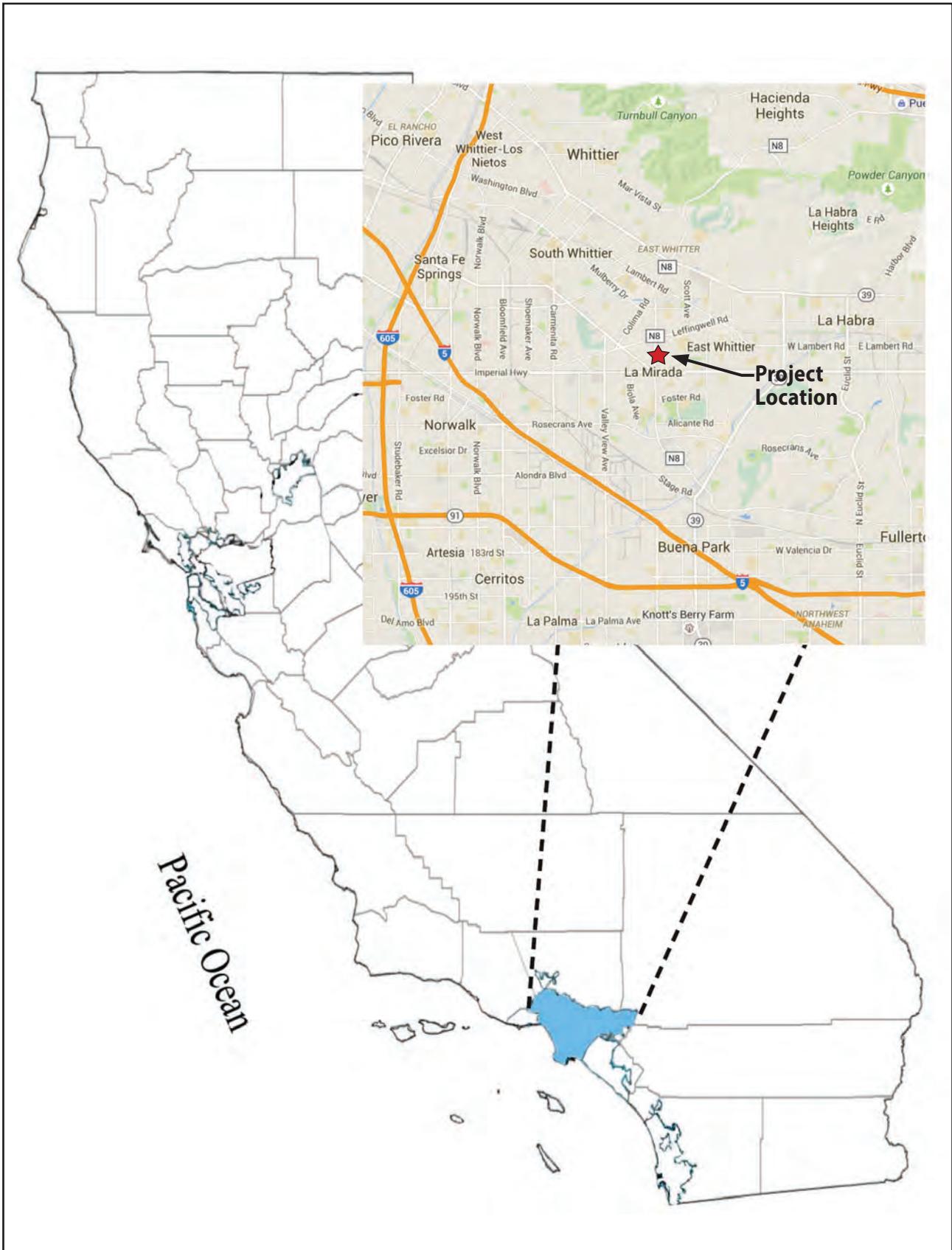
- A. Project Title:** 28-Unit Apartment Building
- B. Lead Agency and Name and Address:** City of La Mirada  
13700 La Mirada Boulevard  
La Mirada, California 90638
- C. Lead Agency Contact:** Eric Garcia, Associate Planner (562) 902-2949
- D. Project Location:** The project is located in the City of La Mirada as shown in Figure 1, Regional Map. More specifically, the project site is located south of Leffingwell Road and north of Weeks Drive as shown in Figure 2, Local Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. The existing topography on the site is shown in Figure 4, USGS Topo Map. The assessor's parcel number is 8040-006-046.
- E. Environmental Determination:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant impact on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant impact on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT 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 an earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but 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 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature:

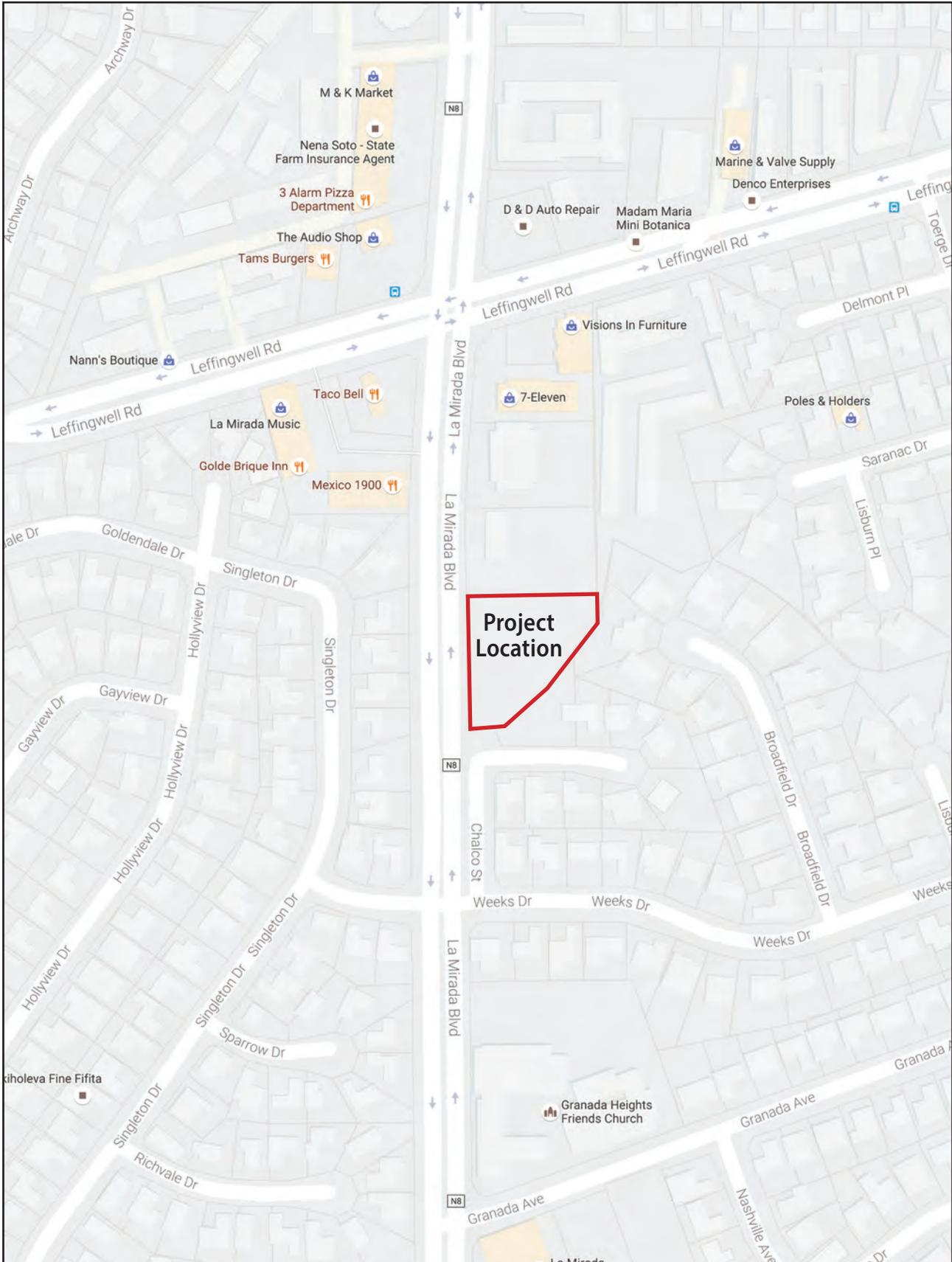
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Date:



Source: Phil Martin & Associates, Inc.



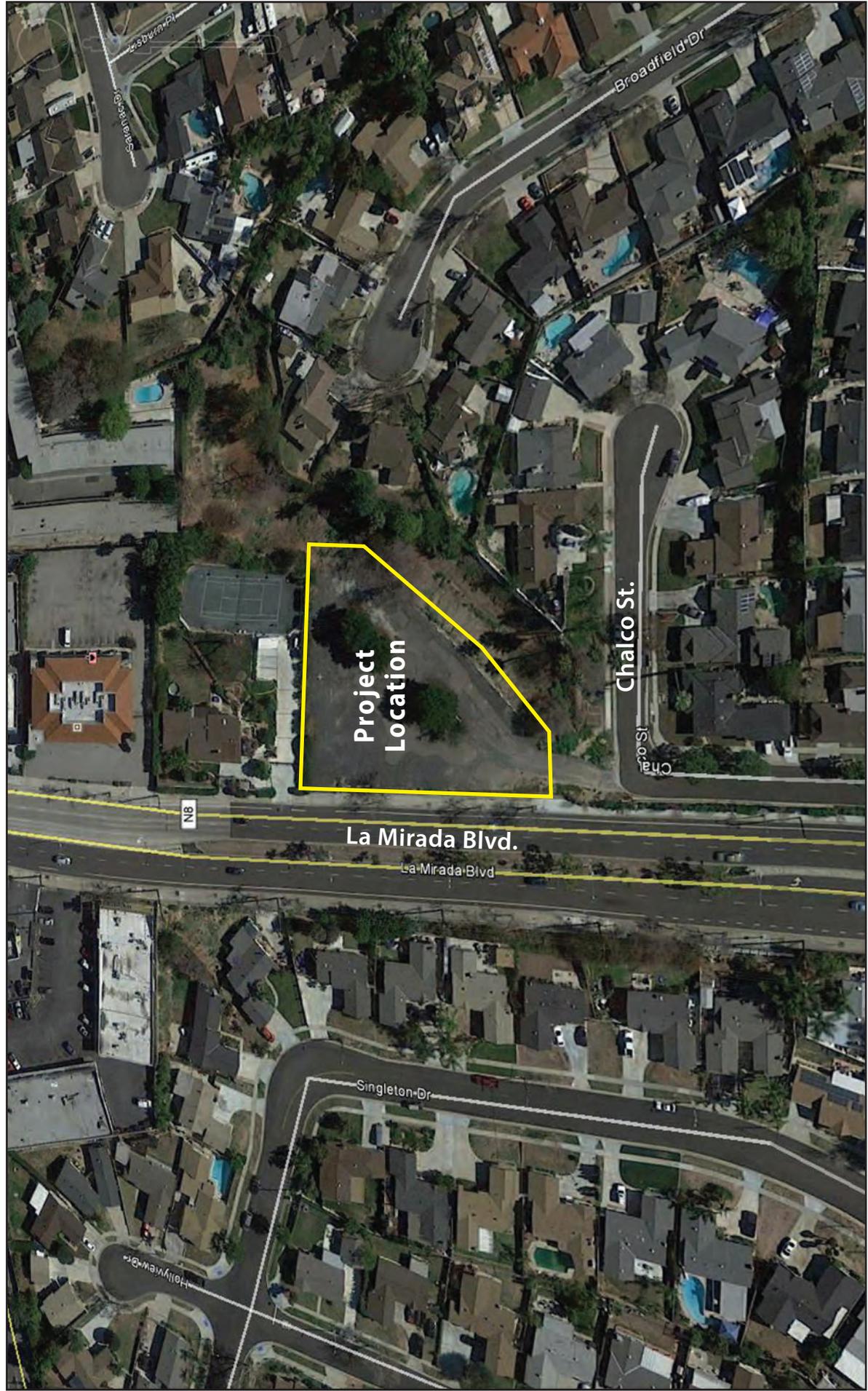
Figure 1  
**Regional Map**



Source: Google Maps, 2016



Figure 2  
**Local Vicinity Map**

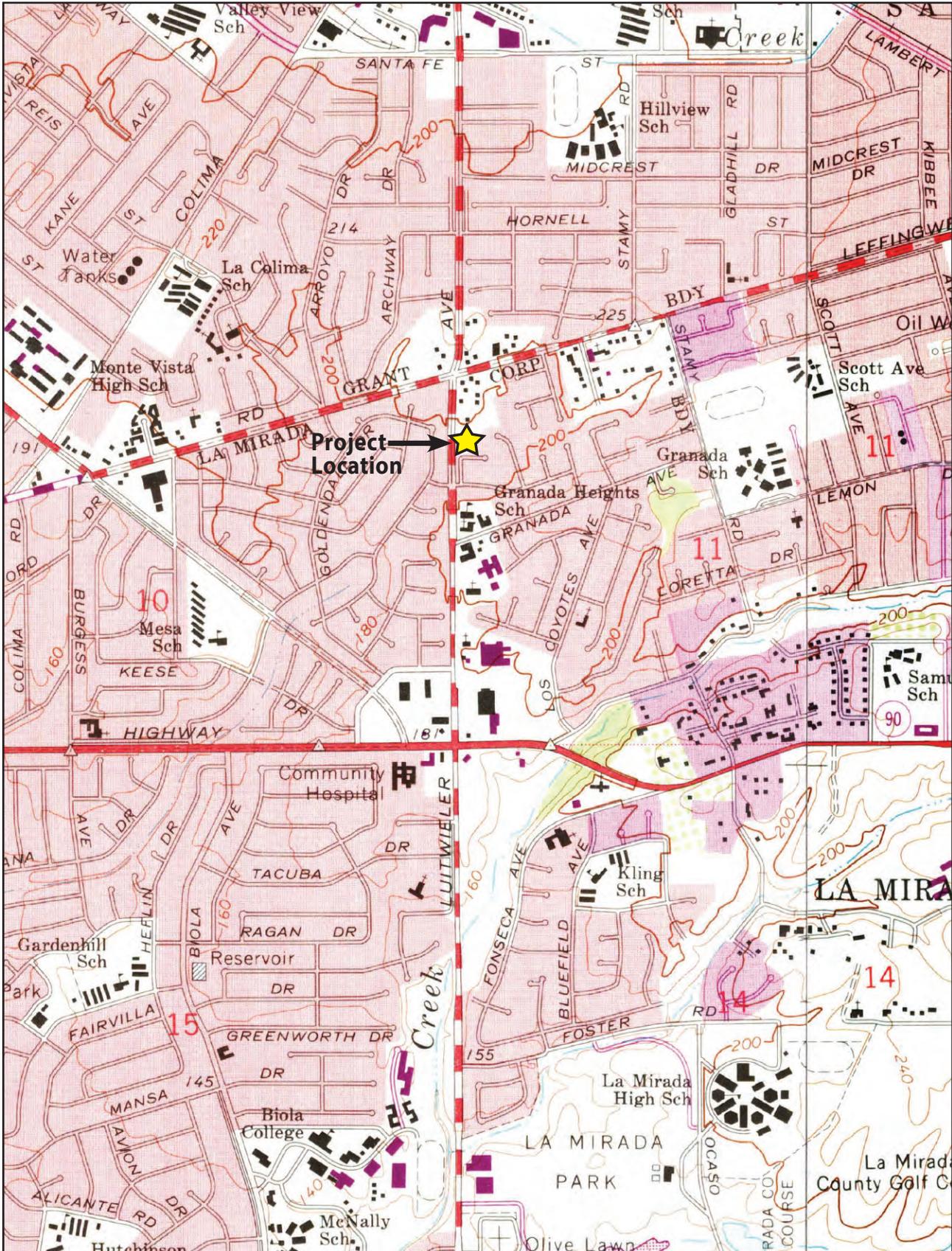


Source: Google Earth



Figure 3

**Aerial Photo**



Source: U.S. Geological Survey



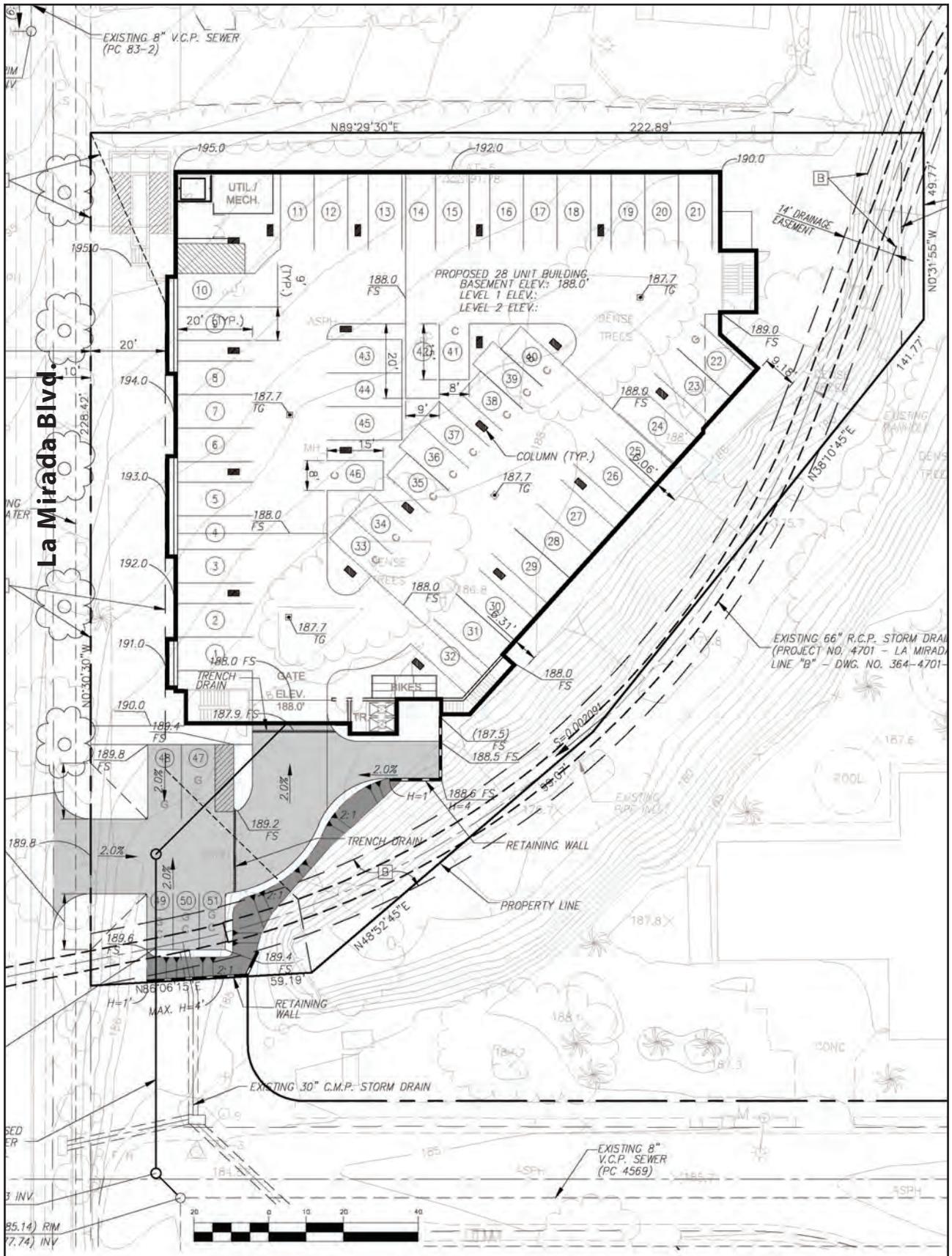
Figure 4  
USGS Topo Map

- F. Project Sponsor's Name and Address:** WestCal Property Group, Inc.  
2711 N. Sepulveda Boulevard, Suite 530  
Manhattan Beach, California 90266  
Contact: Brad Porter, (310) 546-9500
- G. General Plan/Zoning Designations:** The La Mirada General Plan land use designation for the site is Commercial and the zoning is Neighborhood Commercial (C-1) with a Special Housing Overlay (SHO). The site is located within "Infill Area 3" of the SHO Zoning District (allowing maximum 40 units/acre). The project is requesting a General Plan Amendment to High Density Residential (maximum 28 units/acre), a Planned Unit Development, and a Certificate of Compatibility.
- H. Description of Project:** The proposed project includes the development of an irregularly shaped parcel consisting of approximately 37,250 square feet (0.85 of an acre) along the east side of La Mirada Boulevard to the south of Leffingwell Road. The site is currently developed as an asphalt parking lot which served as an over-flow parking area for the Granada Heights Friends Church located further to the south of the site at 11818 La Mirada Boulevard. The project sponsor proposes to demolish the existing parking lot, including a low wall and two landscape areas with unmaintained landscaping, to construct a 28-unit apartment building, site improvements, and vehicle access to the site from La Mirada Boulevard.

The proposed apartment building will be a podium style development with parking on the ground floor and two floors of living area provided above. The proposed 28 units will consist of 22 one-bedroom units and six two-bedroom units. The interior floor area of the units will range from 655 to 1,019 square feet. The proposed building will include an indoor fitness center and outdoor courtyard with amenities for the occupants, lobby, lounge, leasing office, and utility, maintenance, and storage space. The site improvements and building layout are provided on the conceptual site plan in Figure 5.

The proposed apartment building will have a contemporary architectural style. The exterior of the apartment building will have neutral shades of stucco with a flat roof. The units will have balconies that provide outdoor living areas as well as visual interest to the building facades. The conceptual elevations for the proposed apartment building are provided in Figures 6 and 7.

Ingress/egress from La Mirada Boulevard will be provided for the parking garage on the ground level of the building site via a 20-foot two-way driveway located at the southeast corner of the site. The existing site access at Chalco Street (currently closed with bollards and a chain) will be eliminated. Along the access driveway to the site, there are five parking spaces and a trash truck loading area. The parking garage is secured at the entrance by an access-controlled gate. The project will accommodate a total of 51 parking spaces for residents and guests. These will consist of 35 standard and 10 oversize compact spaces for residents and three standard and three compact spaces for guests. Of these parking spaces, three will be ADA compliant. Additionally, six spaces will be provided for bike parking. The parking plan is shown in Figure 8.



Source: Land Development Consultants

Figure 5  
Conceptual Site Plan



EAST ELEVATION - LA MIRADA BLYD



SOUTH ELEVATION

Source: KTG Group, Inc.



Figure 6  
Conceptual Elevations – East and South



WEST ELEVATION



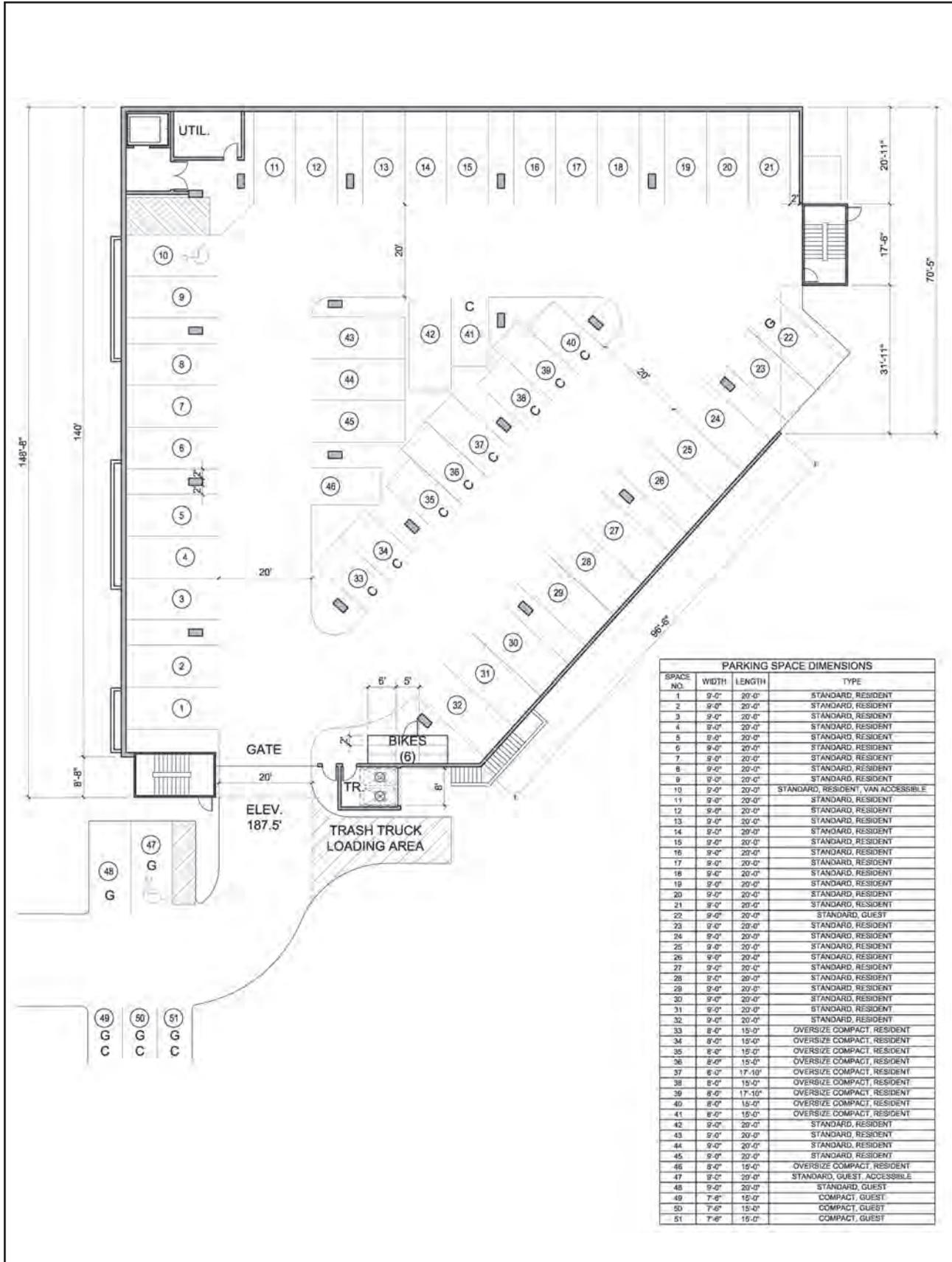
NORTH ELEVATION

Source: KTG Group, Inc.



Figure 7

Conceptual Elevations – West and North



Source: KTG Group, Inc.



Figure 8  
Basement Level Floor Plan - Parking

Along the east side of La Mirada Boulevard adjacent to the site, existing street trees may be removed and additional replacement street trees provided to the satisfaction of the Public Works Department. On the site, the existing unmaintained trees and other landscaping as well as a low block wall will be removed. The project will construct a 6-foot high split-face perimeter block wall that encompasses the apartment building and surrounding landscape area. A minimum of 20 percent of the site will be landscaped with a variety of drought tolerant trees, shrubs, vines, and groundcover with irrigation. Project landscaping will also include shrubs and ground cover on the slope along the eastern and southeastern boundary of the site. The landscape concept plan for the project is shown in Figure 9.

The project will be constructed in one phase and take approximately one year to construct.

Surface level photographs of the project site and the surrounding land uses are shown in Figures 10 and 11. Figure 12 is a photo orientation map that shows the locations of the photographs in Figures 10 and 11.

- I. **Surrounding Land Uses:** The existing land uses surrounding the project site include a single-family detached residential unit with tennis courts to the north, single-family detached units to the east, and south, La Mirada Boulevard to the west, and further west of La Mirada Boulevard are single-family detached homes. Further north of the single-family residence north of the site are commercial uses.
- J. **Discretionary Actions:** The discretionary actions required from the City of La Mirada include a General Plan Amendment, a Planned Unit Development, and a Certificate of Compatibility.
- K. **Cumulative Projects:** Figure 13 shows the projects in the City of La Mirada that, along with the proposed project, could have cumulative impacts. However, due to the distance and location of the cumulative projects from the project and the traffic patterns of the cumulative projects, none of the projects would result in significant potential cumulative impacts.





A. Looking northwest from off site on Chalco Street across the asphalt project site towards La Mirada Boulevard and the western and northern property boundaries. Shows vegetation along property line, single-family residence, and commercial development off site to the north.



B. Looking from north off site on Chalco Street across front yard of adjacent single-family residence towards the slope along the eastern project boundary and the off site drainage with vegetation.



C. Looking from eastern portion of site towards northeast. Shows off site drainage and vegetation with residential neighborhood in background.



D. Looking from northern portion of site north towards off site vegetation along property line, single-family residence, and commercial building in background. The lights for an off site tennis court are visible immediately to the north of the site.



E. Looking south down the project frontage along La Mirada Boulevard. Shows current condition of the project site with broken low perimeter wall, old asphalt paving with weeds, rough areas, and staining, and non-maintained trees and other landscape vegetation.



F. Looking from the center of the site southeast across the drainage toward the off-site single-family neighborhood.



G. Looking southwest from the center of the site towards the southern and western boundaries of the site and the future location of the project entrance from La Mirada Boulevard.



H. Looking south from the center of the site towards the single-family neighborhood directly south of the site.

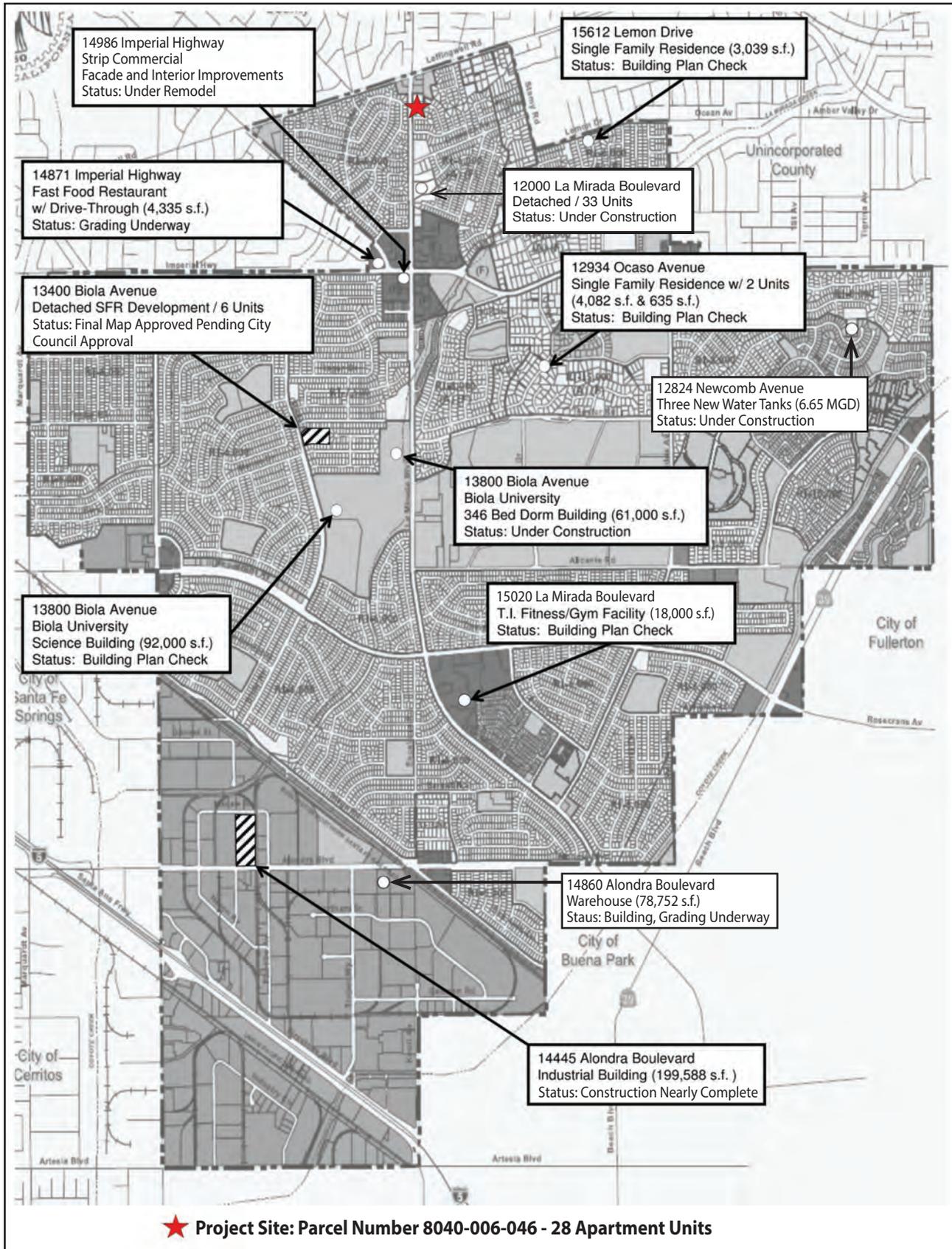


Source: Google Earth, Lauren Jue

Figure 12

Photo Location Map





Source: City of La Mirada



Figure 13  
**Cumulative Projects**

## L. Environmental Factors Potentially Affected:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is “Potentially Significant Impact”, unless mitigation incorporated, as indicated by the checklist on the following pages.

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

### Evaluation of Environmental Impacts:

- I. 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).

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.

- II. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect is significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- III. “Potentially Significant Unless 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.

**M. Environmental Checklist:**

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. AESTHETICS:** Would the project:

a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**II. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any stationary source air quality standard or contribute to an existing or projected air quality violation?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Violate any air quality standard or contribute to an existing or projected air quality violation?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**IV. BIOLOGICAL RESOURCES:** Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

**V. CULTURAL RESOURCES:** Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**VI. GEOLOGY AND SOILS:** Would the project:

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in substantial soil erosion or loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	-------------------------------------	--------------------------	--------------------------

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VII. GREENHOUSE GAS EMISSIONS:** Would the project:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**VIII. HAZARDS AND HAZARDOUS MATERIALS:** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard for people working or residing in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?                      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**IX. HYDROLOGY AND WATER QUALITY.** Would the project:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or                        |                          |                          |                                     |                          |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in flooding on or off-site?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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f) Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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j) Inundation by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**X. LAND USE AND PLANNING:** Would the project:

a) Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**XI. MINERAL RESOURCES:** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the residents of the state?

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**XII. NOISE:** Would the project result in:

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exposure of person to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

**XIV. PUBLIC SERVICES:**

- |   |  |  |  |  |
|---|--|--|--|--|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, |  |  |  |  |
|---|--|--|--|--|

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XV. RECREATION:**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI. TRANSPORTATION/TRAFFIC:** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVII. UTILITIES AND SERVICE SYSTEMS:** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statues and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:**

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

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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projects, the effects of other current projects, and the effects of probable future projects.)

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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## N. Explanation of Checklist Responses:

### I. AESTHETICS: Will the project:

- a) ***Have a substantial adverse effect on a scenic vista? No Impact.*** The project site is not located in or part of any approved or designated scenic vista. Furthermore, the La Mirada General Plan does not designate any scenic vistas that are adjacent to or visible from the site. The project will not impact any scenic vista.
- b) ***Damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.*** There are no state designated scenic highways adjacent to or in close proximity to the site. The closest state scenic highway to the site is Route 2 near La Canada Flintridge and approximately 25 miles north of the site. Similarly, there are no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway that are adjacent to or within close proximity that will be removed or altered by the project. The project will not impact any state scenic resources.
- c) ***Substantially degrade the existing visual character or quality of the site and its surroundings? Less Than Significant Impact.*** The existing conditions on the project site consist of a paved asphalt parking lot with weeds, rough areas, unmaintained trees and other landscape vegetation, a low perimeter wall along the project frontage with La Mirada Boulevard, and an undeveloped slope along the eastern project boundary. The project proposes to demolish the existing parking lot and other site improvements to construct the proposed 28-unit three-level apartment building and associated site improvements. The site improvements will include the construction of a six-foot high split-face block wall along the project boundary to separate and buffer the project from the adjacent roadway and surrounding land uses as well as provide privacy for the project residents and the adjacent existing residential units to the north and south and the residential units across the drainage to the east. Landscaping will be provided around the perimeter of the building and, in combination with the block wall, will serve to buffer the potential visual effects of the project on the existing adjacent and nearby residential units and motorists traveling on La Mirada Boulevard and enhance the exterior project aesthetics. The proposed conceptual landscape plan is shown in Figure 9 above. As much as feasible, the City-approved landscape plan will include drought tolerant plant materials.

The existing residence to the north as well as the residential units east, south and west of the site, west of La Mirada Boulevard, are mostly one-story single-family detached units. In comparison, the proposed apartment building will consist of two-stories of apartment units above a ground level parking garage. Conceptual elevations of the project depicting the architectural design, use of materials, and landscaping as viewed from the east, south, west, and north, respectively, were shown previously in Figures 6 and 7.

The aesthetic General Plan Land Use goal and policies that are applicable to the project include:

#### **Goal 1.0 Maintain a compatible mix, distribution and intensity of complementary land uses.**

Policy 1.1 Maintain a mix of residential, commercial, industrial, open space, and institutional uses appropriately located to optimize quality of life for residents in the City.

Policy 1.3 Accommodate new residential and commercial development that is compatible with and complimentary to established land uses.

**Goal 4.0 Preserve the character and quality of La Mirada’s neighborhoods.**

Policy 4.2 Provide for a range in type, density, and price of housing to address the changing needs of community residents.

Policy 4.3 Ensure the provision of adequate public facilities and services that maintain quality of life and are convenient and appropriate to each neighborhood.

Policy 4.4 Vigorously enforce building, zoning, health, and safety codes to promote property maintenance.

**Goal 6.0 Achieve aesthetic enhancements citywide to distinguish La Mirada.**

Policy 6.2 Continue to encourage housing and neighborhood beautification efforts.

Policy 6.5 Incorporate the zoning regulations provisions that enhance property appearance, including appropriate sign regulation, quality landscape treatments, and general property development standards.

The project meets the intent of the applicable goals and policies of the General Plan Land Use Element that address aesthetics of a project. The project proposes an apartment building that is similar in exterior design and height to other apartment buildings developed elsewhere in the City. While different from the existing adjacent residential units in terms of height and architecture style, the project will provide a mix of the type, density and price of residential units that is in limited supply in this area of La Mirada. As discussed in Sections “XIV” and “XVII” below in this environmental document, all required public services and utilities are available and adequate to serve the project and maintain the quality of life necessary for the project residents and the surrounding community. Further, the project will be required to comply with and meet the applicable zoning development standards (including landscaping), building codes, and health and safety codes per the La Mirada Municipal Code.

The project meets the above applicable goals and policies of the La Mirada General Plan and will improve the aesthetic quality of the project site and the areas immediately adjacent to and surrounding the site by replacing a degraded parking lot with a new apartment building designed in a contemporary architectural style with a perimeter wall and enhanced landscaping including trees, shrubs, and groundcover to buffer and improve the visual effects of the project site for motorists traveling along La Mirada Boulevard and the adjacent residents. With the incorporation of the project enhancements on the site, the project will not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, the visual character impacts of the project will be less than significant.

- d) ***Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area? Less Than Significant Impact.*** Since the existing asphalt parking lot on the site has no nighttime lighting and the site is currently vacant and not used, there are no existing sources of light and glare on the property. The project will introduce new sources of light and glare associated with interior and exterior lighting of the apartments, safety and security lighting throughout the site, parking lot lighting and car headlights associated with residents and guests driving to and from the site compared to the existing conditions. The new

sources of nighttime light and glare due to the project will be new sources of nighttime lighting and glare compared to the existing site conditions and greater in intensity for the nearest residences to the site. The project will also generate new sources of daytime glare from metal flashings, windows, etc. and the glare is likely to extend to the adjacent residents closest to the site. The proposed perimeter wall and landscaping along the project boundary as well as the design of the interior parking garage will reduce the intensity of this new nighttime light and glare and daytime glare created by the project to the adjacent residences.

The light and glare that will be generated by the project is not anticipated to be any brighter or more intense than the nighttime lighting and glare and daytime glare generated by other multi-family residential and commercial uses in the immediate project vicinity. The City does not allow flood lighting and all project lighting and glare must meet and comply with La Mirada Municipal Code Section 18.26.050 Special Development Standards, which requires all lighting of buildings, landscaped areas or similar facilities shall be arranged as not to reflect onto adjoining properties. Therefore, the project is not anticipated to create new sources of substantial light or glare and significantly impact day and nighttime light and glare in the area. Upon compliance of the project with the City of La Mirada Municipal Code, the potential light and glare impacts of the project will be less than significant.

## II. AGRICULTURAL RESOURCES: Will the project:

- a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? No Impact.*** The project site is currently developed as an asphalt parking lot with unmaintained trees and other landscape vegetation and an undeveloped slope along the eastern project boundary. There are no agricultural activities either on or adjacent to the site. The site is designated “Other Land” by the State of California Department of Conservation Los Angeles County Important Farmland 2012 map. The project will not convert prime, unique, or farmland of statewide importance to non-agricultural use and no impact will occur.
- b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.*** The existing zoning for the site and the surrounding properties does not allow agricultural use. The site is not in a Williamson Act contract, thus the project will not impact a Williamson Act contract. Additionally, the project will not conflict with any existing zoning that allows agricultural use. Therefore, no impact will occur.
- c) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use? No Impact.*** Please see Section “II.a)” above.
- d) ***Result in the loss of forest land or conversion of forest land to non-forest use? No Impact.*** The project will not result in the loss of any forest land or the conversion of any existing forest land to non-forest use since there are no forests in the City of La Mirada. No impact will occur.
- e) ***Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use? No Impact.*** The project will not result in the loss of any farmland, either individually or cumulatively and no impact will occur.

**III. AIR QUALITY: Will the project:**

- a) **Violate any stationary source air quality standard or contribute to an existing or projected air quality violation? Less Than Significant Impact.** An air quality and greenhouse gas analysis<sup>1</sup> was prepared for the project. A copy of the air quality and greenhouse gas analysis is included as Appendix A.

The City of La Mirada is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. Air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD).

The 1990 Federal Clean Air Act Amendment (CAAA) required that all states with air-sheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). Amendments to the SIP have been proposed, revised, and approved over the past decade. The most current regional attainment emissions forecast for ozone precursors (ROG and NOx), carbon monoxide (CO), and particulate matter are shown in Table 1. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades due to improvements in automotive vehicle emission controls and technology. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

**Table 1  
South Coast Air Basin Emissions Forecasts  
(Emissions Tons/Day)**

<b>Pollutant</b>	<b>2012<sup>a</sup></b>	<b>2015<sup>b</sup></b>	<b>2020<sup>b</sup></b>	<b>2025<sup>b</sup></b>	<b>2030</b>
<b>NOx</b>	512	451	357	289	266
<b>VOC</b>	466	429	400	393	393
<b>PM-10</b>	154	155	161	165	170
<b>PM-2.5</b>	68	67	67	68	170

Source: California Air Resources Board, 2013 Almanac of California Emissions Projection Analysis Model.

<sup>a</sup> 2012 Base Year.

<sup>b</sup> With current emissions reduction programs and adopted growth forecasts.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard that was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

<sup>1</sup> Air Quality and GHG Impact Analyses 28-Unit Apartment Complex, La Mirada, California, Giroux & Associates, July 27, 2016.

Development, such as the proposed residential project, does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential land use projects. Conformity with adopted plans, forecasts, and programs relative to population, housing, employment, and land use is the primary yardstick by which the impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed project has, therefore, been analyzed on a project-specific basis.

The project will not significantly affect regional air quality plans because the approximately 186 vehicle trips per weekday will not generate significant increased quantities of emissions and impact the implementation of the AQMP. As discussed in Section “XVI. Transportation/Traffic” below, the project will not result in significant traffic impacts. As a result, project-related traffic will not generate emissions that exceed AQMD adopted thresholds. Therefore, the project will not result in a significant impact due to conflict with or obstruction of the implementation of the AQMP.

- b) **Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.** Please see Section “III.a)” above.
- c) **Violate any air quality standard or contribute to an existing or projected air quality violation? Less Than Significant Impact.** The air emissions that will be generated by the project are associated with the demolition of the existing asphalt parking lot, landscaping and other site improvements, project grading, and the construction of the apartment building and other required site improvements and the ongoing operation of the project.

Existing and probable future levels of air quality in La Mirada can be best inferred from ambient air quality measurements conducted by the SCAQMD at its La Habra and/or Anaheim air monitoring stations. These stations measure both regional pollution levels such as ozone, carbon monoxide, nitrogen dioxide, PM-10, and PM-2.5 dust (particulates). Because the project is located in the South Coast Air Basin, the SCAQMD sets and enforces regulations for stationary sources in the basin. The California Air Resources Board (CARB) is charged with controlling motor vehicle emissions. Long term air quality monitoring is carried out by SCAQMD at various monitoring stations. There are no nearby stations that monitor the full spectrum of pollutants. Ozone, carbon monoxide, PM-2.5 and nitrogen oxides are monitored at the La Habra air monitoring facility, while PM-10 and PM-2.5 is measured at the Anaheim air monitoring station. Table 2 below summarizes the last five years of monitoring data from a composite of the data resources from both the La Habra and Anaheim air monitoring stations.

**Table 2  
Air Quality Monitoring Summary (2010-2014)**

<b>Pollutant/Standard</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Ozone</b>					
1-Hour > 0.09 ppm (S)	2	1	3	2	5
8-Hour > 0.07 ppm (S)	4	2	3	2	6
8- Hour > 0.075 ppm (F)	1	0	2	1	2
Max. 1-Hour Conc. (ppm)	0.118	0.095	0.100	0.104	0.119
Max. 8-Hour Conc. (ppm)	0.096	0.075	0.078	0.078	0.088
<b>Carbon Monoxide</b>					
1-Hour > 20. ppm (S)	0	0	0	0	0
1-Hour > 9. ppm (S, F)	0	0	0	0	0
Max 8-Hour Conc. (ppm)	1.8	2.2	1.1	2.2	2.1
<b>Nitrogen Dioxide</b>					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.082	0.070	0.067	0.085	0.084
<b>Inhalable Particulates (PM-10)</b>					
24-Hour > 50 µg/m <sup>3</sup> (S)	0/57	2/60	0/61	1/59	2/61
24-Hour > 150 µg/m <sup>3</sup> (F)	0/57	0/60	0/61	0/59	0/61
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	43.	53.	48.	77.	85.
<b>Ultra-Fine Particulates (PM-2.5)</b>					
24-Hour > 35 µg/m <sup>3</sup> (F)	0/331	2/352	4/347	1/331	6/344
Max. 24-Hr. Conc. (µg/m <sup>3</sup> )	31.7	39.2	50.1	37.8	56.2

S=State Standard, F=Federal Standard

Source: South Coast AQMD La Habra Air Monitoring Station for Ozone, CO, and NOx  
Anaheim Monitoring Station for PM-10 and PM-2.5

data: [www.arb.ca.gov/adam/](http://www.arb.ca.gov/adam/)

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the emission thresholds shown in Table 3 are recommended by the SCAQMD to be considered significant under CEQA.

**Table 3  
Daily Emission Thresholds**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

## Construction Emissions

Dust is typically the primary pollutant of concern that is generated during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.).

Daily PM-10 emissions during site grading and other disturbance average about 10 pounds per acre. This estimate presumes the use of reasonably available control measures (RACMs). The SCAQMD requires the use of best available control measures (BACMs) for fugitive dust from construction activities. With the use of BACMs, fugitive dust emissions can be reduced to 1 to 2 pounds per day per disturbed acre.

Current research in particulate-exposure health suggests that the most adverse effects derive from ultra-small diameter particulate matter comprised of chemically reactive pollutants such as sulfates, nitrates, or organic material. A national clean air standard for particulate matter of 2.5 microns or smaller in diameter (called "PM-2.5") was adopted in 1997. A limited amount of construction activity particulate matter is in the PM-2.5 range. PM-2.5 emissions are estimated to comprise 10-20 percent of PM-10.

In addition to fine particles that remain suspended in the atmosphere semi-indefinitely, construction activities generate many larger particles with shorter atmospheric residence times. This dust is comprised mainly of large diameter inert silicates that are chemically non-reactive and are further readily filtered out by human breathing passages. These fugitive dust particles are therefore more of a potential soiling nuisance as they settle out on parked cars, outdoor furniture, or landscape foliage rather than causing any adverse health hazard.

The CalEEMod was developed by SCAQMD to provide a model to calculate construction emissions and operational emissions for a variety of land use projects. CalEEMod calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. The CalEEMod 2013.2.2 computer model was used to calculate the emissions generated to demolish the existing paved surface area, clear and grade the site, and construct the apartment building, hardscape including perimeter wall, access drive, and other site improvements based on the default construction equipment fleet and schedule anticipated by CalEEMod as shown in Table 4.

**Table 4**  
**Construction Activity Equipment Fleet**

<b>Phase Name and Duration</b>	<b>Equipment</b>
Demolition (5 days)	1 Concrete Saw
	1 Dozer
	2 Loader/Backhoes
Grading (8 days)	1 Concrete Saw
	1 Dozer
	2 Loader/Backhoes
Construction (100 days)	1 Crane
	2 Loader/Backhoes
	2 Forklifts

Paving (5 days)	1 Paver
	4 Cement Mixers
	1 Loader/Backhoe
	1 Roller

Utilizing the equipment fleet shown in Table 4, the following estimated worst case daily construction emissions are listed in Table 5.

**Table 5  
Construction Activity Emissions  
Maximum Daily Emissions (pounds/day)**

2017	ROG	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>Maximal Construction Emissions</b>	44.1	13.0	9.5	0.0	1.6	1.1
SCAQMD Thresholds	75	100	550	150	150	55

As shown in Table 5, the peak daily construction activity emissions are calculated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measure applied to the project was to water all exposed dirt at least three times per day during grading as required per SCAQMD Rule 403 (Fugitive Dust), to minimize the generation of on-site fugitive dust. Therefore, the impact to air quality from project construction emissions will be less than significant.

It should be noted that construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction related emissions relative to health risk due to the short period for which the majority of diesel emissions would occur. Health risk analyses are typically assessed over a 9-year, 30-year, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure.

### Operational Emissions

The daily operational emissions for the project were calculated using CalEEMod2013.2.2. Table 6 shows the estimated daily operational emissions for the project.

**Table 6  
Daily Operational Emissions**

Source	Operational Emissions (lbs./day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
Area	8.0	0.2	16.4	0.0	2.1	2.1
Energy	0.0	0.1	0.0	0.0	0.0	0.0
Mobile	0.6	1.9	7.8	0.2	1.4	0.4
Total	8.6	2.2	24.2	0.0	3.5	2.5
SCAQMD Threshold	55	55	550	150	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod Output in Appendix A.

In addition to motor vehicles, residential development causes smaller amounts “area source” emissions derived from the use of organic compounds associated with cleaning products, landscape maintenance, off-site electrical generation (lighting), etc. The contribution of the area source emissions is small and they are incorporated into the daily operational analysis. These sources represent a minimal percentage of the total project NOx and CO burdens, and a few percent are other pollutants. The inclusion of these emissions adds negligibly to the total project related emissions. As shown in Table 6, the project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds and impacts to air quality from operational air emissions will be less than significant.

### Local Significance Thresholds

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board’s Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD’s Mobile Source Committee in February 2005.

For the project, the primary source of possible LST impact will occur during demolition and project construction activities. LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200, and 500-meter source-receptor distances. For this project, the nearest sensitive receptors are the residential uses to the north and south of the project site such that the most conservative 25-meter distance was modeled. The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2, and 5-acre disturbance sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied.

Based on the above site criteria and the construction equipment listed in Table 4, the applicable thresholds and project construction emissions are shown in Table 7. The LST emissions thresholds were compared to the maximum daily construction activities. As shown in Table 7, all on-site project emissions are below the LST for demolition and construction activities. Therefore, the project construction impacts due to LST emissions will be less than significant.

**Table 7  
LST and Project Emissions (pounds/day)**

LST 1.0 acre/25 meters Southeast LA County	CO	NOx	PM-10	PM-2.5
<b>LST Threshold</b>	571	80	4	3
<b>Max On-Site Emissions</b>	9	13	2	1
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

CalEEMod Output in Appendix A.

- d) **Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? Less Than Significant Impact.** As discussed in Section “III.c)” above, the air emissions generated by the project during demolition, construction, and the ongoing operation of the project will not exceed any State air emission thresholds. SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor provides separate methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Rather, SCAQMD recommends a project’s contribution to cumulative impacts should be assessed using the same significance criteria as those for the project’s specific impacts. Since none of the project’s daily construction or operational air emissions will exceed the thresholds recommended by SCAQMD, the project will not result in a cumulatively considerable net increase of any criteria pollutant and no significant impact will occur.
- e) **Expose sensitive receptors to substantial pollutant concentrations? Less Than Significant Impact.** Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called “sensitive receptors”. Sensitive population groups include young children, the elderly and the acutely and chronically ill (especially those with cardio-respiratory disease).

Residential areas are considered to be sensitive to air pollution exposure because they may be occupied for extended periods, and residents may be outdoors when exposure is highest. The closest sensitive receptors are the existing residents immediately to the north, east, and south of the project site. Although air emissions will be generated during project construction and ongoing operations, as presented in the air quality assessment, the project emissions will not exceed the SCAQMD adopted air emission thresholds as discussed in Section “III.c)” above. As a result, the project will not expose sensitive receptors adjacent to the project site to any substantial pollutant concentrations. While there are sensitive receptors adjacent to the site, the project will not result in a significant impact as a result of exposure of the adjacent sensitive receptors to substantial pollutant concentrations.

- f) **Create objectionable odors affecting a substantial number of people? Less Than Significant Impact.** During project construction, some odors associated with the operation of diesel-powered and other motorized equipment will occur. However, the odors generated during construction are not anticipated to significantly impact the closest residents since these activities will be separated from the nearby residences by a heavily vegetated area and driveway to the north, a drainage area to the east and roadways to the south and west. Although residents adjacent to the on-site construction activities may detect some odors, once construction is completed all odors will cease. Therefore, the project will not create objectionable odors affecting a substantial number of people and a less than significant odor impact is anticipated to occur.

#### **IV. BIOLOGICAL RESOURCES: Will the project:**

- a) **Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? No Impact.** The project site is developed with an asphalt parking area and includes four unmaintained non-native trees, shrubs, and ground cover within two curbed landscape islands, non-native shrubs along the northern project boundary, and non-native trees and shrubs on the top of slope to the drainage area

along the eastern project boundary. In addition, there are non-native street trees in the public right of way along the east side of La Mirada Boulevard. There are no native plant or animal species present on the site that will be removed by the project. Furthermore, there are no plants or animal species suspected to exist on the site that would be a candidate, sensitive, or special status species. Therefore, the project will have no impact to candidate, sensitive, or special status wildlife or their habitat.

- b) ***Have substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service? No Impact.*** There is no riparian habitat or other natural communities on the site. The project will have no impact on riparian or other natural communities.
- c) ***Adversely impact federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) either individually or in combination with the known or probable impacts or other activities through direct removal, filling, hydrological interruption, or other means? No Impact.*** The project site is developed with an asphalt parking area that has unmaintained non-native trees, shrubs, and ground cover. There are no wetlands on the site or within the drainage adjacent to the site. Therefore, the project will have no impact on federally protected wetlands.
- 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? No Impact.*** The City does not have a local policy or ordinance that prohibits the removal of the existing non-native trees and vegetation on the site. As the site is currently developed, the redevelopment of the site for the project will have no impact on the movement of native resident or migratory wildlife, established migratory wildlife corridors, on the use of a wildlife nursery site.
- e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? No Impact.*** See response to “IV.a)” and “IV.d)” above. The project will have no impact on sensitive biological resources or conflict with any local policies or ordinances protecting biological resources.
- f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.*** The site is not located within an adopted habitat conservation plan, including a local, regional, or state habitat conservation plan. The project will not impact any adopted conservation plans.

#### **V. CULTURAL RESOURCES: Will the project:**

- a) ***Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? No Impact.*** The site is currently developed as an asphalt parking lot with a low block wall along the west project boundary, non-native trees, shrubs, and ground cover within landscape islands, and an underground storm drain along the eastern project boundary. There are no known historical resources on the site. The project will have no impact on historical resources.

- b) **Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5? No Impact.** The site is currently developed as an asphalt parking lot with a low block wall, trees, shrubs, and ground cover within landscape islands, and an underground storm drain along the eastern project boundary. Based on the General Plan, there are no known archeological resources on the site. Additionally, due to the disturbance that occurred to the site with the construction of the parking lot, landscape islands, and storm drain drainage facilities, it is anticipated that no archeological resources occur on the site. Therefore, the project is anticipated to have no impact on archeological resources.

As required by Assembly Bill (AB) 52, on July 28, 2016 the City contacted the Gabrieleno Band of Mission Indians – Kizh Nation, which submitted a letter dated August 2, 2016 that discussed the relationship of the site location with the Ancestral territories of the Kizh. They requested that their “certified Native American Monitor to be on site during any and all ground disturbances (including but not limited to pavement removal, post holing, auguring, boring, grading, excavation and trenching) to protect any cultural resources which may be effected during construction or development.” As requested, the project applicant has stated that prior to any site demolition or ground disturbance they will contact the Gabrieleno Band of Mission Indians to make arrangements for a Native American Monitor to be present during all ground disturbance activities. As such, the project will not significantly impact any archaeological resources.

- c) **Directly or indirectly disturb or destroy a unique paleontological resource or site? No Impact.** The La Mirada General Plan does not identify the presence of any paleontological resources in La Mirada. The site was previously disturbed to construct the parking lot and other site improvements. Because the site has been disturbed and paleontological resources are not known to exist in La Mirada, it is unlikely that paleontological resources will be uncovered during project construction. Therefore, it is anticipated that the project will have no impact on paleontological resources.
- d) **Disturb any human remains, including those interred outside of formal cemeteries? No Impact.** The site has not been used as cemetery in the past. In addition, the site has not been used for any activities that would have resulted in human remains being present on the property. The project will not have an impact due to the disturbance of human remains.

## VI. GEOLOGY AND SOILS: Will the project:

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) Less Than Significant Impact.** A geotechnical investigation report<sup>2</sup> was prepared for the project. A copy of the geotechnical report is included as Appendix B.

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<sup>2</sup> Albus-Keefe & Associates, Inc., Geotechnical Due Diligence Investigation, Proposed Residential Development, Northeast of La Mirada Boulevard and Chalco Street, La Mirada, California, October 23, 2014.

The site, like the majority of southern California, is located in a seismically active area. There are no known active faults either on or adjacent to the site. A designated Alquist Priolo Earthquake Fault Zone is not located within or adjacent to the site. The Puente Hills (Santa Fe Springs) fault zone is the closest fault to the site and located approximately 0.58 of a mile from the site. Other faults further away from the site include the Puente Hills (Coyote Hills), Norwalk, Whittier-Elsinore, Newport-Inglewood, and Verdugo Faults. However, these faults do not underlie the project site and are further from the site than the Puente Hills (Santa Fe) fault. The potential for the site to have a surface fault rupture is considered low. The project will not result in a significant impact due to fault rupture during a seismic event.

- ii. ***Strong seismic ground shaking? Less Than Significant Impact.*** Because the project site is located in southern California and a seismically active area, the potential for strong ground motion at the project site is considered significant. Ground acceleration expected at the site having a 10 percent chance of being exceeded in 50 years is approximately 0.44g and a 2 percent chance of being exceeded in 50 years is approximately 0.77g.<sup>3</sup> As noted in the geotechnical report, the project site lies in relative close proximity to several active faults. As a result, during the life of the project, the proposed structures will experience similar moderate to occasionally high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region. With the design and construction of the project in accordance with the current California Building Code (C.B.C.) requirements based on the estimated ground accelerations estimated in Section 4.0 of the geotechnical report, strong seismic ground shaking will result in a less than significant impact.
- iii. ***Seismic-related ground failure, including liquefaction? Less Than Significant Impact.*** According to the State of California Department of Conservation, Division of Mines and Geology Seismic Hazards Map, La Mirada is susceptible to liquefaction in the southern portion of the City, as well as in continuous bands which follow drainage areas east to west across the City.<sup>4</sup> Based on Figure SCS-2 of the General Plan, the project site is located immediately north of an area with liquefaction potential.

There are three basic factors that must occur concurrently for liquefaction to occur: ground shaking capable of generating soil mass distortions; relatively loose silty and/or sandy soil; and relatively high groundwater (within 50 feet of ground surface). As part of the geotechnical investigation for the site, a liquefaction analysis was conducted to determine if the project site is susceptible to liquefaction. Six exploratory borings were drilled throughout the site ranging in depths from 15.5 to 51.5 feet below the existing ground surface. Although historical high groundwater in the vicinity of the site is anticipated at a depth of about 40 feet below the existing ground surface, during the borings, ground water was encountered as shallow as 14 feet below the ground surface. It was concluded that the elevated groundwater detected was likely due to local groundwater mounding as a result of concentrated urban runoff within the natural drainage course within the lower reaches of the site. It was concluded in the geotechnical investigation that the groundwater appeared to be a perched condition with the confining aquitard likely occurring at a depth of several feet to tens of feet below the

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<sup>3</sup> Albus-Keefe & Associates, Inc., Geotechnical Due Diligence Investigation, Proposed Residential Development, Northeast of La Mirada Boulevard and Chalco Street, La Mirada, California, October 23, 2014, page 5.

<sup>4</sup> La Mirada General Plan, Safety and Community Services Element, page SCS-8.

phreatic water surface. Additionally, the soil is predominately underlain by finer-grained soils that are not susceptible to liquefaction. Due to the depth and limited thickness of these soils, the potential adverse effects from liquefaction at the site are anticipated to be low.<sup>5</sup> Therefore, the potential for liquefaction during a seismic event to cause a geologic hazard on the site as a result of the project will be a less than significant impact.

- iv. ***Landslides? No Impact.*** Based on Figure SCS-2 of the General Plan, the project site is not located within an identified landslide hazard area. Although there is a sloped area along the eastern boundary, there are no hills or other topographic relief features either on or adjacent to the site that could result in a landslide during a seismic event. No impact will occur.
- b) ***Result in substantial soil erosion or loss of topsoil? Less Than Significant Impact.*** During site clearance, grading, and construction, the City will require the contractor to install and maintain all applicable City and State required short-term construction soil erosion control measures. This will include the requirement that the contractor prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to identify all Best Management Practices (BMPs) that will be incorporated into the construction phase activities of the project prior to the start of site clearing and grading and maintained through the completion of construction and the installation of landscape and hardscape improvements to reduce and minimize soil erosion on and adjacent to the site. With the incorporation of City and State mandated soil erosion control measures, including the implementation of a SWPPP, the potential soil erosion impacts of the project during site clearing, grading, and construction will 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? Potentially Significant Unless Mitigation Incorporated.*** The geotechnical investigation indicated that soil materials encountered at boring locations within the site included undocumented artificial fill materials overlaying Quaternary alluvial deposits. The artificial fill materials were comprised primarily of clayey sand, clayey silt, and silty clay with local concentrations of concrete and asphalt rubble mixed at various depths. These materials were typically firm to stiff and moist to wet. The artificial fill materials encountered vary from approximately 6 feet to as much as approximately 14 feet in thickness beneath the site. The fill materials appear to generally thicken towards the drainage area along the eastern boundary of the site. The Quaternary alluvial deposits encountered at boring locations within the site consisted of course-grained soils. The fine-grained soils generally consisted of grayish brown to orange-brown, moist, medium stiff to very stiff clay, slit, silty clay, and sandy silt. The course-grained soils generally consist of light brown to yellow brown, damp to very moist, fine- to course-grained clayey sand and silty sand. The geotechnical investigation concluded that, while portions of these materials exhibited low compressibility and significant over-consolidation, other portions were highly compressible and normally or under-consolidated. These materials are anticipated to result in large differential settlements and as such, are considered unsuitable for the support of engineered fills and the proposed residential building and site

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<sup>5</sup> Albus-Keefe & Associates, Inc., Geotechnical Due Diligence Investigation, Proposed Residential Development, Northeast of La Mirada Boulevard and Chalco Street, La Mirada, California, October 23, 2014, Page 6.

improvements.<sup>6</sup> Therefore, the development of the project could result in a significant impact as a result of the undocumented fill materials encountered on the site.

The following mitigation measure is recommended to reduce the impacts from potential differential settlement due to undocumented fill materials on the site to less than significant.

**Mitigation Measure No. 1** The undocumented on-site fill material shall be removed and replaced as compacted engineered fill to below the influence of the future building foundations. The limits to which the removal of artificial fills can be accomplished using open cuts (temporary backcuts at a gradient of 1:1 or flatter) for excavation and removal are defined in Plate 1, Geotechnical Map of the geotechnical investigation report. The limits shown in Plate 1 shall also define the structural setback required for the apartment building. This mitigation measure, or an equivalent methodology that reduces the potential for differential settlement to tolerable limits for the proposed apartment building and site improvements, shall be submitted to the Los Angeles County Department of Public Works for their review and approval prior to the issue of the grading permit.

During the excavation of the undocumented fill material, the presence of relatively shallow groundwater may result in pumping ground conditions and may require ground stabilization methods such as the placement of gravel blankets or the use of excavators to remove unsuitable soils as removals approach the groundwater. The wet materials evacuated from the site would require significant processing to dry them back to the moisture content suitable for reuse as fill.<sup>7</sup> This could be considered a significant impact associated with the removal of the undocumented fill material.

The following mitigation measure is recommended to reduce the impacts from potential differential settlement due to encountered shallow groundwater during excavation of the undocumented fill materials on the site to less than significant.

**Mitigation Measure No. 2** In the event relatively shallow groundwater is encountered such that pumping ground conditions and ground stabilization methods will be required, a plan defining the measures to be taken shall be submitted to the Los Angeles County Department of Public Works for their review and approval as soon as possible once the issue is encountered.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Potentially Significant Unless Mitigation Incorporated.*** The geotechnical investigation concluded that the near-surface soils within the site are generally anticipated to possess a medium expansion potential. Additional testing for soil expansion will be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm these conditions. Considering the medium expansion potential, other site improvements such as the perimeter

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<sup>6</sup> Ibid.

<sup>7</sup> Albus-Keefe & Associates, Inc., Geotechnical Due Diligence Investigation, Proposed Residential Development, Northeast of La Mirada Boulevard and Chalco Street, La Mirada, California, October 23, 2014, Page 8.

walls, retaining walls, and flatwork will likely require some considerations to address the potential significant impacts associated with expansive soils.<sup>8</sup>

The following measure is recommended to reduce the expansive soil impacts to less than significant.

**Mitigation Measure No. 3** To provide evidence that the soils on the site are suitable, soil tests shall be submitted to the City Engineer for review and approval prior to the issuance of building permits for the construction of the apartment building foundation or other concrete work.

- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? No Impact.*** The project will be required to be served by the City's existing public sewer system located in Chalco Street and La Mirada Boulevard. The project does not propose the use of any septic tanks or alternative wastewater disposal systems. The project will not have any septic tank or alternative waste disposal impacts.

## VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less Than Significant Impact.** "Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." Greenhouse gases (GHG) contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. For purposes of planning and regulation, Section 15364.5 of the California Code of Regulations defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

Statewide, the framework to develop implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy, and from increased structural energy efficiency.

### **Greenhouse Gas Emissions Significance Thresholds**

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

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<sup>8</sup> Ibid.

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

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

Emissions identification may be quantitative, qualitative, or based on performance standards. CEQA guidelines allow the lead agency to “select the model or methodology it considers most appropriate.” The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod as was used in the GHG impact analysis report<sup>9</sup> provided in Appendix A.

The selection of a threshold of significance must take into consideration the level of GHG emissions that would be cumulatively considerable. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MTCO<sub>2</sub>(e) for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. Additionally, in the absence of an adopted numerical threshold of significance, project-related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

**Construction Activity GHG Emissions**

The project is estimated to require less than one year for construction. During project construction, the CalEEMod2013.2.2 computer model predicts that the construction activities will generate the annual CO<sub>2</sub>(e) emissions shown in Table 8.

**Table 8  
Construction Emissions (Metric Tons CO<sub>2</sub>(e))**

	<b>CO<sub>2</sub>(e)</b>
Year 2017	77.0
<b>Amortized</b>	<b>2.6</b>

\*CalEEMod Output provided in Appendix A

The SCAQMD GHG emissions policy for construction activities is to amortize construction emissions over a 30-year lifetime. As shown in Table 8, the estimated GHG emissions from project construction activities are 2.6 MTCO<sub>2</sub>(e) per year, which is less than the threshold of 3,000 MTCO<sub>2</sub>(e). Therefore, the project GHG construction impacts are less than significant.

<sup>9</sup> Air Quality and GHG Impact Analyses 28-Unit Apartment Complex, La Mirada, California, Giroux & Associates, July 27, 2016.

## Operational GHG Emissions

The input assumptions for operational emissions calculations and the GHG conversation from consumption to annual regional CO<sub>2</sub>(e) emissions are summarized in the CalEEMod output files provided in Appendix A. The operational and annualized construction emissions were calculated and are shown in Table 9.

**Table 9**  
**Operational Emissions**

Consumption Source	MT CO <sub>2</sub> (e) tons/year
Area Sources	9.4
Energy Utilization	50.9
Mobile Source	272.1
Solid Waste Generation	5.9
Water Consumption	12.7
Annualized Construction	2.6
<b>Total</b>	<b>353.6</b>
<b>Significance Threshold</b>	<b>3,000</b>

During ongoing project operations, the annual GHG emissions are calculated to be 353.6 metric tons CO<sub>2</sub>(e)/year, which is less than the significance threshold of 3,000 MT. Therefore, the project GHG operational impacts are less than significant.

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? No Impact.** The City of La Mirada has not developed or adopted a Greenhouse Gas Reduction Plan for the purpose to reduce GHGs. Therefore, the applicable GHG planning document for the project is AB-32. As discussed in Section “VII.a)” above, the project will not have a significant increase in either construction or operational GHG emissions. As a result, the GHG emissions generated by the project will be below the recommended SCAQMD threshold of 3,000 tons/year. Thus, the project will not conflict with any applicable plan, policy, or regulation to reduce GHG emissions and no impact will occur.

## VIII. HAZARDS AND HAZARDOUS MATERIALS: Will the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less Than Significant Impact.** A Phase I Environmental Site Assessments (ESA)<sup>10</sup> was prepared for the site to identify the potential hazardous materials that are present on site and in the surrounding vicinity. A copy of the report is included in Appendix C.

The project does not propose and will not involve the transport, use, or disposal of hazardous materials. The only hazardous materials that will be transported and stored on the site will include temporary storage of hazardous materials for use by the contractor during project grading and construction to operate and maintain the various types of motor powered equipment. The types of hazardous materials include diesel fuel, gasoline, lubricants, paints, solvents, etc. It will be the responsibility of the contractor to use and store all hazardous materials in compliance with applicable

<sup>10</sup> Phase 1 Environmental Site Assessment Report 11640 La Mirada Boulevard La Mirada, California 90638, EFI Global, July 26, 2016.

Federal, state, and local laws and regulations during project construction. The project residents will use standard household cleaning materials to clean and maintain their residences. Herbicides and pesticides may be used by project residents and the building management for pest control and to maintain landscaping. The transportation, use, and storage of these types of hazardous materials in compliance with all applicable Federal, State, and local regulations will reduce the potential for significant impacts associated with the transportation, use, or storage of hazardous materials to less than significant.

- b) **Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment? No Impact.** The Phase I ESA concluded that there is no evidence of Recognized Environmental Conditions (RECs) associated with the site. Additionally, there were no RECs identified at the adjoining and immediately surrounding properties (within 100 feet of the site). Therefore, there are no recognized environmental conditions on or adjacent to the site and no impact will occur.
- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? No Impact.** The closest existing schools to the site are Granada Middle School approximately 0.4 of a mile east of the site, Scott Avenue School (K-5) approximately 0.5 of a mile east of the site, and El Camino High School approximately 0.5 of a mile southwest of the site. There are no other existing or planned schools within a quarter mile of the project. The proposed residential use will not emit any hazardous emissions or handle hazardous materials that could impact either existing school. Therefore, the project will not have any hazardous materials impact to area schools.
- 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, will create a significant hazard to the public or environment? No Impact.** Based on the Phase I ESA, the project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5. Therefore, the project will not create a hazard to the public or the environment and no impact will occur.
- 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, will the project result in a safety hazard for people working or residing in the project area? No Impact.** The closest airport to the site is the Fullerton Municipal Airport that is approximately 4 miles to the southeast. The site is not located within the Fullerton Municipal Airport land use plan. The operations at the Fullerton Municipal Airport will not have any safety hazards for the project and no impact will occur.
- f) **For a project with the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working the project area? No Impact.** There are no private airstrips that would be impacted by or impact the project.
- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.** The project will not interfere with or impact any designated evacuation routes in La Mirada. The project driveway that will provide access/egress with La Mirada Boulevard will be required to

meet City designation standards and as a result, will not impact the use of La Mirada Boulevard as an emergency evacuation route, if required.

- h) **Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? No Impact.** The site is not located within any designated wildland fire area. The project will not expose people or structures to a significant risk associated with a wildland fire and no impact will occur.

#### **IX. HYDROLOGY AND WATER QUALITY: Will the project:**

- a) **Violate any water quality standards or waste discharge requirements? Less Than Significant Impact.** A Preliminary Standard Urban Stormwater Mitigation Plan (SUSMP) and a hydrology study will be prepared as a condition of project approval. The completion of a SUSMP for City staff approval will be required prior to the issuance of the project grading permit.

The project could discharge silt from the site during grading and construction activities, especially if construction occurs during the winter months when rainfall typically occurs. The City will require the project contractor to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with California State Water Resources Control Board (State Water Board), Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 (Permit). The SWPPP will require the contractor to implement Best Available Technology Economically Achievable measures to reduce and eliminate storm water pollution from all construction activity through the implementation of Best Management Practices (BMPs). The purpose of the SWPPP is to identify pollutant sources that may affect the quality of the storm water that will be discharged from the site during all construction activity. The SWPPP will require the contractor to identify, construct, and implement the storm water pollution prevention measures and BMPs necessary to reduce pollutants that are present in the storm water that is discharged from the site during construction. The SWPPP will include specific BMPs that must be installed and implemented prior to the start of site clearance, grading, and construction. 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 developer will also be required to have a SUSMP approved by City staff prior to the issuance of a grading permit. The purpose of the SUSMP is to identify the BMPs that will be used on-site to control project generated pollutants from entering the storm water runoff generated 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 regular maintenance of the State required SWPPP and SUSMP will reduce the potential impacts from storm water runoff pollutants generated from the site during both project construction and the ongoing operation of the project to less than significant.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a**

**lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Less Than Significant Impact.** The project will require the use of water for dust suppression during demolition of the existing parking lot and site improvements, site clearing, grading, and construction of the proposed apartment building. The amount of water that will be required to control dust during demolition, site clearing, grading, and construction is not anticipated to significantly impact existing groundwater supplies.

The project design includes open space landscaped areas around the site perimeter and throughout the project. The proposed landscape plan will provide more pervious surface area throughout the site compared to the existing condition and allow more groundwater percolation than the current site conditions. The project will be required to install a State required storm water retention system to intercept the first 0.9" of rainfall to remove trash and other debris and capture metals, nutrients, bacteria, etc. The project storm water retention system will allow the first 0.9" of rainfall to percolate into the soil compared to the existing condition, whereby in the existing condition a large portion of the rainfall runs directly off the site to the local storm drain system with no capacity to intercept and remove trash, debris, metals, etc. associated with the first flush. Therefore, the State required storm water retention system that will be constructed will reduce the amount of storm water runoff generated from the site during by allowing first-flush retention and on-site soil percolation of storm water. As a result, the project will not substantially interfere with groundwater recharges.

The City receives its water supply from local wells and has stated that it has adequate capacity to meet the water supply needs of the project. As discussed above, the project will not significantly deplete groundwater supplies or cause a drop in production rates of wells. The project will have a less than significant impact on groundwater supplies.

- c) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on or off site? Less Than Significant Impact.** The surface runoff on the site currently sheet flows drains in a south and southwest direction towards Chalco Street and La Mirada Boulevard, then south along La Mirada Boulevard where an existing off-site catch basin diverts the runoff to an existing storm drain in La Mirada Boulevard. From La Mirada Boulevard, the storm water passes through a storm water system including Milan Creek, Coyote Creek-North Fork, Coyote Creek, San Gabriel River, and eventually is discharged to the Pacific Ocean. While the project will alter the existing on-site drainage pattern, the drainage pattern change will not alter or change any off-site downstream drainage patterns and storm drain facilities that currently serve the site.

The proposed on-site storm drain collection system will adequately control the post-development runoff of the project without altering the course of any downstream streams or rivers or cause substantial erosion or siltation downstream of the site. The project will not have significant erosion or siltation impacts on or off the site.

- d) **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in flooding on or off site? Less Than Significant Impact.** As discussed in Section "VIII.c)" above, the project will not significantly alter the existing drainage

patterns in the project vicinity or the downstream storm drain system that would cause flooding either on or off the site. The project will not cause a significant impact due to flooding either on or off the site.

- e) **Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? Less Than Significant Impact.** The proposed storm drain system for the project will collect runoff in on-site underground catch basins that will meter runoff to the existing storm drain facilities east and south of the site. The project will be required to retain any increase in surface flow compared to the existing condition and meter the off-site flow to existing flow rates. As a result, the existing storm drain system that serves the site has capacity to accommodate the runoff from the project without exceeding the existing or planned capacity of the downstream drainage system. The project will have a less than significant impact to the storm drain system.

The project is required by State law to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board water quality requirements and provide safeguards that surface water runoff does not provide sources of polluted runoff. As discussed in Section “VIII.a)” above, a SUSMP will be prepared as a condition of project approval and provide information on the BMPs proposed to be installed and maintained to remove and prevent most project generated pollutants from the storm water prior to being discharge from the site into the local storm drain system to meet State requirements. The installation and maintenance of the BMPs in compliance with the SUSMP will reduce and filter most project runoff pollutants. The project will not significantly impact surface water quality.

- f) **Otherwise substantially degrade water quality? Less Than Significant Impact.** Please see Sections “VIII.a)” and “VIII.e)” above.
- g) **Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.** According to the Federal Emergency Management Agency, the project site is located in Zone X and outside of the 100-year flood zone.<sup>11</sup> Based on Figure SCS-3 of the Safety and Community Services Element of the General Plan the project is located outside of the 100-year flood plain of La Mirada Creek. Therefore, the project will not place residential units in a 100-year flood hazard area and no impact will occur.
- h) **Place within a 100-year flood hazard area structures that will impede or redirect flood flows? No Impact.** Please see response to “IX.g)” above.
- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a levee or dam. Less Than Significant Impact.** There are no levees or dams adjacent to or within the immediate project area. The project site is located approximately 20 miles downstream of Prado Dam, which is on the Santa Ana River. Prado Dam is part of a regional flood control system and on-going flood protection upgrades and improvements to protect downstream flooding. The project will have a less than significant impact with regards to exposing the project to flooding from a levee or dam failure.

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<sup>11</sup> Federal Emergency Management Agency, Flood Insurance Rate Map, Panel 1842 of 2350, Effective Date September 26, 2008.

- j) ***Inundation by seiche, tsunami, or mudflow? No Impact.*** There are no water bodies, such as a lake, water tank, etc. adjacent to or upstream of the site that could impact the project due to a seiche. The project site is more than 15 miles from the Pacific Ocean and 280 feet above sea level. The site would not be impacted by a tsunami. As shown in Figure SCS-2 of the General Plan, the project is not located within an identified landslide hazard area. There are no hills or other topographic relief features either on or adjacent to the site that would impact the project by a mudflow. The project will not be impacted by a seiche, tsunami, or mudflow.

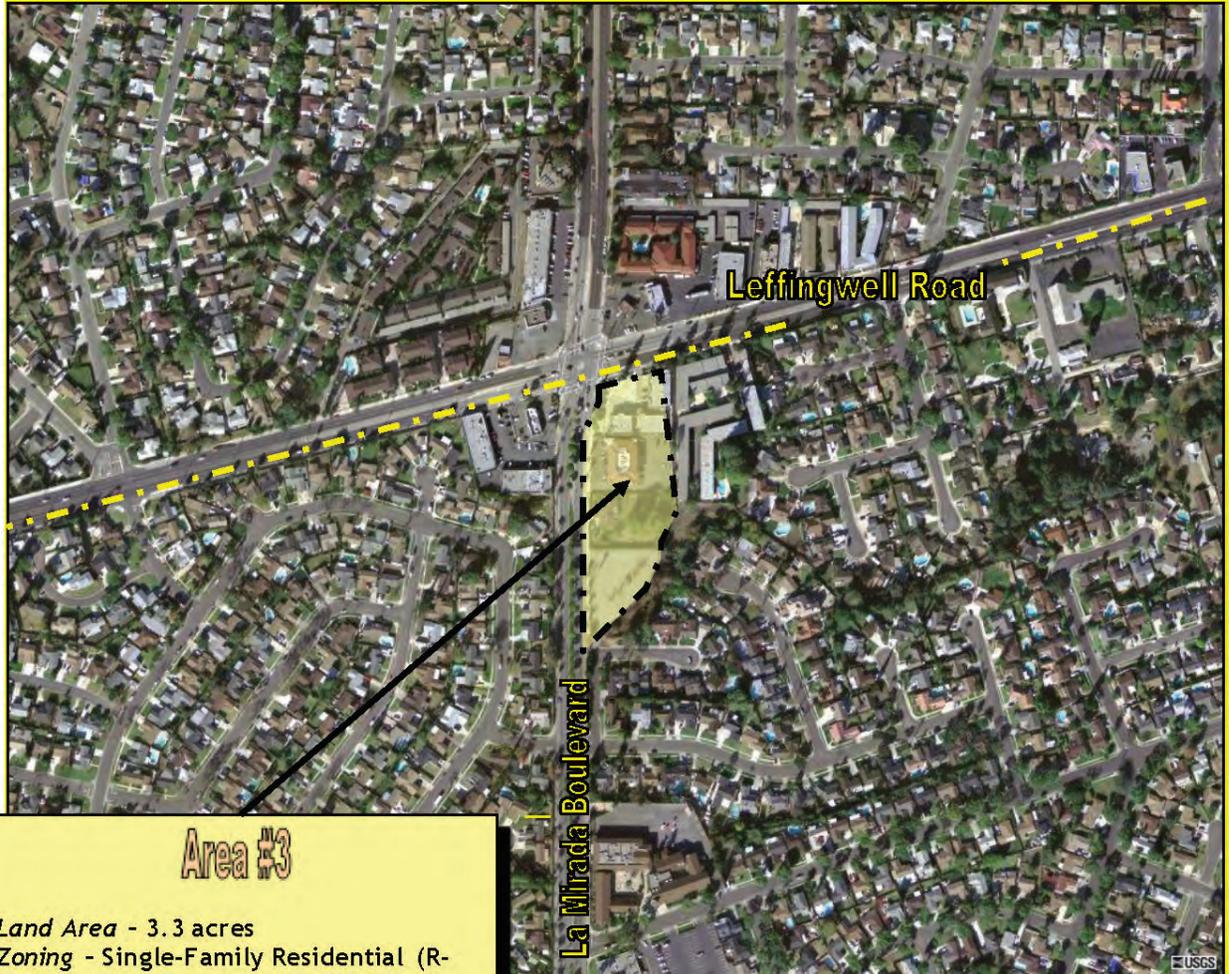
**X. LAND USE AND PLANNING: Will the project:**

- a) ***Physically divide an established community? No Impact.*** The project is an infill site surrounded by residential development. The residential units proposed for the site will not divide or impact the established residential neighborhoods adjacent to the site. The project will have no impact to the established community.
- b) ***Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.*** The General Plan land use designation for the site is Commercial and the zoning is Neighborhood Commercial (C-1) with a Special Housing Overlay (SHO). As discussed in the La Mirada Housing Element, the project is located within Infill Area #3 which totals 3.3 acres as shown in Figure 14. The Housing Element allows a density of 40 units per acre, yielding a maximum development of 132 units for Infill Area #3. To be consistent with the density allowed for the site by the Infill Area #3 overlay, the project will require a General Plan Amendment to High Density Residential (maximum 28 units/acre). At 40 units/acre the project site could be developed with up to 34 units. However, the project applicant is proposing 28 apartment units that is more compatible with the adjacent single-family detached units.

The project is requesting a zone change to Planned Unit Development to eliminate the existing C-1 designation. The zone change to PUD will eliminate the potential to develop a commercial use on the site and allow the project to be consistent with the zoning.

The project will also require a Certificate of Compatibility (CofC). Per Chapter 21.112 of the Zoning Code, a CofC provides discretionary authority for the Planning Commission to review, comment, and approve the exterior remodeling on new residential, commercial, and industrial construction in all zoning districts in the City. In this case, the CofC will allow the Planning Commission to assess the site and architectural adequacy of the proposed new residential units. Thus, the project will require a CofC approval from the Planning Commission and City Council.

The requested General Plan Amendment, zone change, and CofC will allow the proposed project to be consistent with the existing Infill Area #3 development allowed for the site, eliminate the potential to develop the site with a commercial use, and comply with Chapter 21.112 of the Zoning Code. The project will not conflict with the applicable City land use policies or regulations that govern the project with the approval of the



**Area #3**

Land Area - 3.3 acres  
Zoning - Single-Family Residential (R-1), Neighborhood Commercial (C-1)/Special Housing Overlay/Mixed Use Overlay  
Allowable Density - 40 du/ac  
Potential Development - 132 units

Source: Blodgett/Baylois Assoc.



Figure 14  
**Infill Area #3**

General Plan Amendment, zone change, and CofC. The project will not have a significant impact related to land use and planning.

- c) ***Conflict with any applicable habitat conservation plan or natural community conservation plan? No Impact.*** See response in Section “IV.f)” above. The project will not have an impact to any habitat conservation plan or natural community conservation plan because the site is not located within or adjacent to an adopted habitat conservation plan or natural community conservation plan.

**XI. MINERAL RESOURCES: Will the project:**

- a) ***Result in the loss of availability of a known important mineral resource that would be of value to the region and the residents of the state? No Impact.*** The site is located in Mineral Resource Zone 2 (MRZ-2) as designated by the State of California.<sup>12</sup> MRZ-2 is an area where geologic data indicate that significant PCC (Portland Concrete Cement)-grade aggregate resources are present. While the site is in MRZ-2, the La Mirada General Plan does not show that any important minerals are located in the City of La Mirada, including the site. The geotechnical feasibility report that was prepared did not identify the presence of any mineral resources. The project will not result in the loss of an important mineral resource and no impact will occur.
- b) ***Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? No Impact.*** See response to “X.a)” above.

**XII. NOISE: Will the project result in:** A noise report<sup>13</sup> was prepared for the project and a copy is provided in Appendix D.

- a) ***Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? Potentially Significant Unless Mitigation Incorporated.*** The project site is currently developed as a parking lot and surrounded by residential uses to the north, east, and south. La Mirada Boulevard extends along the western project boundary and west of La Mirada Boulevard are single-family detached residences.

The City of La Mirada has established guidelines for acceptable community noise levels that are based upon the CNEL rating scale to insure that noise exposure is considered in any development. These CNEL-based standards are articulated in the Noise Element of the General Plan.

Figure 15 shows the noise compatibility guidelines for various land uses. These guidelines would apply in usable outdoor space such as patios, yards, spas, etc. The guidelines indicate that an exterior noise level of 60 dB CNEL is considered to be a “normally acceptable” noise level for single family, duplex, and mobile homes involving normal conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dB CNEL are typically considered “conditionally acceptable”, and residential construction should only occur after a detailed analysis of

<sup>12</sup> [ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR\\_209/Plate%201.pdf](ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf).

<sup>13</sup> Noise Impact Analysis 28-Unit Apartment Complex La Mirada, California, Giroux & Associates, July 27, 2016.

**Figure 15  
General Plan Noise Compatibility Guidelines**

Land Use Category	Community Noise Equivalent Level (CNEL) or Day-Night Level (Ldn), dB						
	55	60	65	70	75	80	85
Residential- Low-Density Single-Family, Duplex, Mobile Homes	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Residential- Multi-Family	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Commercial- Motels, Hotels, Transient Lodging	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Schools, Libraries, Churches, Hospitals, Nursing Homes	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Sports Arenas, Outdoor Spectator Sports	White	White	Diagonal	Diagonal	Diagonal	Diagonal	Diagonal
Playgrounds, Neighborhood Parks	White	White	White	White	White	White	White
Golf Courses, Riding Stables, Water Rec., Cemeteries	White	White	White	White	White	White	White
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments	White	White	White	White	White	White	White
Industrial, Manufacturing Utilities, Agriculture	White	White	White	White	White	White	White
Freeway Adjacent Commercial, Office, and Industrial Uses.	White	White	White	White	White	White	White

**Nature of the noise environment where the CNEL or Ldn level is:**

**Below 55 dB**  
Relatively quiet suburban or urban areas, no arterial streets within 1 block, no freeways within 1/4 mile.

**55-65 dB**  
Most somewhat noisy urban areas, near but not directly adjacent to high volumes of traffic.

**65-75 dB**  
Very noisy urban areas near arterials, freeways or airports.

**75+ dB**  
Extremely noisy urban areas adjacent to freeways or under airport traffic patterns. Hearing damage with constant exposure outdoors.

 **Normally Acceptable**

Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special

 **Conditionally Acceptable**

New construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems

 **Normally Unacceptable**

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

 **Clearly Unacceptable**

New construction or development should generally not be undertaken.

the noise reduction requirements is made and needed noise attenuation features are included in the project design (such as setbacks, no windows open, or solid walls).

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25 28) for single-family, multiple family dwellings, and hotel and motel rooms. Since normal noise attenuation within residential structures with closed windows is 20-30 dB, an exterior noise exposure of 65-75 dB CNEL allows the interior standard to be met without any specialized structural attenuation (dual paned windows, etc.), but with closed windows and fresh air supply systems or air conditioning to maintain a comfortable living environment.

Noise standards applicable to those sources not preempted from local control (i.e., not from traffic on public streets, airplanes, trains, etc.) are contained in Section 9.04 of the La Mirada Municipal Code. Section 9.04.010 of the Code, based upon the definition of nuisance in the State Health and Safety Code, defines noise nuisance as follows:

- 9.04.010 Unnecessary or loud noises prohibited. (a) It is unlawful for any person to make or continue to cause to be made or continued, within the city, any loud or unnecessary noise or any noise which may reasonably be anticipated to annoy, disturb, injure or endanger the comfort, repose, peace, health or safety of others.

Section 9.04.010(b) of the ordinance enumerates a number of identified noise generating activities that are specifically controlled in order to minimize potential nuisance (amplified music or voice, yelling/shouting after hours, etc.). Noise ordinance standards that are directly applicable to the proposed project include:

- 9.04.010 (b)(4) No construction activities making “unnecessary” noise shall occur on Sunday or any other day between the hours of 8 p.m. to 7 a.m.

**Existing Noise Levels**

Noise measurements were taken within the project area May 5, 2015 to determine the existing noise levels at the site and provide noise data to estimate future noise levels with the project. The measured noise levels are shown in Table 10.

**Table 10  
Short-Term Noise Measurements (dB[A])**

<b>Time</b>	<b>Leq</b>	<b>Lmax</b>	<b>Lmin</b>	<b>L<sub>10</sub></b>	<b>L<sub>33</sub></b>	<b>L<sub>50</sub></b>	<b>L<sub>90</sub></b>
1:45-2:00pm	65	73	48	68	65	63	54

The noise meter was located to record the existing traffic noise levels on La Mirada Boulevard adjacent to and west of the project site. The measured noise level was 65 Leq at 50 feet from the roadway centerline. Noise monitoring measurements show that 24-hour weighted CNELs are typically 2-3 dB higher than mid-afternoon Leq readings which translates to 67-68 dB CNEL at 50 feet from centerline.

As this is slightly higher than the recommended compatibility standard for residential uses, noise mitigation in the form of increased setback or shielding is likely necessary for

usable residential outdoor space (yards, decks, patios, etc.) directly adjacent to La Mirada Boulevard. Exterior building façade noise levels of 70 dB CNEL require 25 dB of structural attenuation to meet the Building Code interior standard of 45 dB CNEL. With the mandatory use of dual-paned windows, such reduction is readily attainable as long as window closure is an option. Accordingly, the following analysis includes an evaluation of noise reduction measures to ensure that the proposed project's residential noise exposures are within recommended compatibility guidelines.

### **On-Site Noise Exposure**

The project will be exposed to traffic noise from La Mirada Boulevard. The measured on-site noise levels due to traffic on La Mirada Boulevard adjacent to the site were 67-68 dB CNEL at 50 feet from the centerline of La Mirada Boulevard. At 50 feet from the centerline of La Mirada Boulevard, the calculated noise levels based on the existing traffic volume is 69 dB CNEL for a travel speed of 35 miles per hour (mph) and 70 dB CNEL for an average speed of 40 mph. For this analysis, the higher value of 70 dB CNEL was used as the "noise loading."

The project is 70 feet from the La Mirada centerline. Attenuation due to separation distance alone would be a 1.5 dB reduction for a resultant noise level of 68.5 dB. Therefore, the patios or balconies of the proposed apartment building that face La Mirada Boulevard are estimated to have an exterior noise level that could exceed the 65 dB CNEL goal for usable outdoor space. This is considered a significant noise impact.

The following mitigation measure is recommended to reduce the noise levels to the patios or balconies of the project that face La Mirada Boulevard to a less than significant level:

**Mitigation Measure 4:** Noise protection shall be installed on the balconies or patios that face La Mirada Boulevard to meet the City's minimum outdoor recreational space requirements of 65 dB CNEL. This shall be accomplished through the use of a transparent noise shield, such as a 5-foot glass or plexi-glass shield, or other acceptable noise reduction measures reviewed and approved by the Planning Division. Prior to the issuance of building permits, a detail noise analysis shall be submitted to the Planning Director for approval to show the specific noise reduction measure that will be provided to reduce exterior noise levels at the balconies or patios to 65 dB CNEL or less.

In addition, as residential, the project must also be able to achieve the 45 dB CNEL interior noise threshold. The closest building façade for the project is approximately 70 feet from the centerline of La Mirada Boulevard. The noise loading at the closest building façade is 68.5 dB CNEL, thus requiring a 23.5 interior noise level reduction. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior to interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

The use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new residential construction. The use of dual-paned windows as required by law and the closure of all windows, the noise levels at the perimeter units closest to La Mirada Boulevard will achieve the required 45 dB interior noise standard. As part of the building design, all proposed units will have access to supplemental fresh air ventilation as specified in the California Building Code. Therefore, the potential noise impacts of the project related to the interior noise levels for the units along La Mirada Boulevard will be less than significant.

### **Project-Related Vehicular Noise Impacts**

According to the traffic report in Appendix E, the project is estimated to generate 186 weekday trips for the proposed apartment building. The existing traffic on La Mirada Boulevard adjacent to the site is approximately 22,200 vehicles per day. The addition of a maximum of 186 trips will increase traffic noise approximately +0.1 dB at 50 feet from the centerline of La Mirada Boulevard. This project traffic noise level increase is less than the +3 dB CNEL significance threshold. Therefore, the noise impacts due to the increase in project traffic during ongoing operations are less than significant.

- b) ***Exposure of person to or generation of excessive groundborne vibration or ground borne noise levels? Less Than Significant Impact.*** The background vibration levels in residential areas are typically 50 VdB or lower and below the threshold of human perception. Perceptible vibration levels inside residences are typically attributed to the operation of heating and air conditioning systems, doors being slammed, or street traffic.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in the movement of soil, such as grading activities. The effects of ground-borne vibration include discernable movement of building floors and rattling of windows. Vibration related concerns generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Due to the “soft” sedimentary surfaces of much of Southern California, ground vibration is quickly damped. Groundborne vibration is almost never annoying to people who are outdoors (FTA 2006).

Groundborne vibrations from construction activities rarely reach levels that can damage structures. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance. Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 94-98 VdB - minor cosmetic damage

To determine the potential impacts of the project’s vibration associated with construction activities, estimates of vibration levels generated by the use of construction equipment at various distance from the source of the activity were estimated and shown in Table 11.

**Table 11**  
**Approximate Vibration Levels (VbBA) Induced by Construction Equipment**

<b>Equipment</b>	<b>25 feet</b>	<b>50 feet</b>	<b>75 feet</b>	<b>100 feet</b>
Large Bulldozer	87	81	78	75
Loaded Truck	86	80	77	74
Jackhammer	79	73	70	67
Small Bulldozer	58	52	49	46

\* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 2006)

The on-site construction equipment that is anticipated to create the maximum potential vibration is a large bulldozer. As shown in Table 11, the stated vibration source level in the FTA Handbook for a large bulldozer is 87 VdBA at 25 feet from the source. With typical vibrational energy spreading loss, the vibration annoyance standard is met at 56 feet from the construction activity. The potential effects of vibration perception such as rattling windows could only occur at the nearest residential structures, which in this case is the residential unit adjacent to and north of the site. The operation of a large bulldozer along the north project boundary and adjacent to the residence north of the site could have vibration impacts to the residence.

The project site has a drainage along its eastern boundary that separates the site from the nearest residential units to the south and east by a minimum distance of approximately 35 feet. The operation of a large bulldozer (generally larger than 350 HP) along the east project boundary could generate vibration levels in the mid to low 80 VdBA at the closest residential units east of the site.

Large bulldozers (larger than 350 HP) should not operate directly at the north and east property line. Any fine grading at the property line should be performed with a small bulldozer, which as shown above will generate approximately 30 VdB less potential vibration than a large bulldozer. The following mitigation measure is recommended to reduce vibration during project grading to less than 72VdB and less than significant:

**Mitigation Measure No. 5** Only small bulldozers shall be permitted to operate within 25 feet of the nearest residential structures.

- c) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact.*** Noise levels on the site will increase with the project compared to the existing conditions due to an increase in the activity levels and noise associated with the use of the air conditioning, access gate, parking level, and outdoor common courtyard. Although the project will increase the ambient noise levels on the site and in the immediately adjacent area, the noise level increases will not be any greater than the noise levels generated by the existing traffic on La Mirada Boulevard adjacent to the site and the commercial areas to the north along La Mirada Boulevard and Leffingwell Road. The project site also has a drainage along its eastern boundary that separates the site from the nearest residential units to the south and east by a minimum distance of approximately 30 feet. Additionally, all on-site activities at the project will have to comply with Section 9.04.010 of the La Mirada Municipal Code that prohibits loud or unnecessary noise or any noise which may reasonably be anticipated to annoy, disturb, injure, or endanger the comfort, repose, peace, health or safety of others. Therefore, due to the existing ambient noise levels, the distance from the majority of the nearby residential units, and compliance with

Section 9.04.010 of the La Mirada Municipal Code, the project impacts from the permanent increases in the ambient noise levels in the project vicinity will be less than significant.

- d) ***A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Less Than Significant Impact.*** Short-term noise will be generated by the operation of grading equipment to demolish the existing parking lot and other site improvements, clear and grade the site, and construct the apartment building and proposed site improvements. Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving equipment sources. Construction activities are treated separately in various community noise ordinances because they do not represent a chronic, permanent noise source.

Demolition and construction noise levels vary greatly because the noise strength of the construction equipment ranges widely as the function of the equipment used changes during the course of the activities. Construction noise tends to occur in discrete phases dominated initially by demolition and/or earth-moving sources and later by finish construction. The earth-moving sources are seen to be the noisiest with equipment noise having the potential to be up to about 90 dB(A) at 50 feet from the source. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources may, therefore, sometimes be detectable above the local background noise beyond 1,000 feet from the construction activity location. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and that there are no other machinery or equipment noise that would mask project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction activities is reduced. Therefore, construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

To address this, the City’s Municipal Code Section 9.04.010 prohibits construction on Sunday and on any other day between 8:00 p.m. and 7:00 a.m. The Municipal Code Section 21.70.080 states that noise associated with construction is exempt from the noise standards if the allowable hours will be limited to the daytime. The limitation of construction activities to the hours of 7:00 a.m. and 8:00 p.m. will be effective since it will prohibit construction noise during the hours when people normally sleep and will prohibit construction noise during the early morning and evening when people are typically within their home and more sensitive to noise effects. In addition, noise levels will be temporary and intermittent and comply with time of day requirements. Although construction noise impacts may be noticeable at the adjacent residences and viewed as a temporary nuisance, upon compliance with Municipal Code Section 21.70.080, the project impacts from site preparation/demolition, grading, and construction will be less than significant.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.*** The closest public airport to the project is the Fullerton Municipal Airport that is approximately 4 miles southeast of the project. The operations at the

airport would not expose residents or guests to excessive noise levels associated with operations at Fullerton Municipal Airport. The project will not expose or impact residents or guests to excessive noise levels from the Fullerton Municipal Airport.

- f) **For a project with the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area to excessive noise levels? No Impact.** The project site is not located within the vicinity of a private airstrip. There are no private airstrips in the project vicinity that would expose and impact residents or guests to excessive noise levels.

### **XIII. POPULATION AND HOUSING: Will the project:**

- a) **Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? Less Than Significant Impact.** The project proposes to replace the existing parking lot with a 28-unit apartment building. Based on the type of residential units proposed, it is anticipated that many of the project residents will be La Mirada residents that currently live in the City or in the adjacent communities. As a result, any La Mirada residents that move to and relocate from their existing residence to the project will not directly increase the City's population. Assuming all future project residents live outside La Mirada and move to the site, the City's population would increase by approximately 89 people based on 2010 census information of 3.17 persons/household.<sup>14</sup> As stated above, some of the estimated 89 project residents will include existing La Mirada residents. Therefore, the City's population is not anticipated to increase by 89 residents, but a number less than 89. The City's current population is 49,452.<sup>15</sup> An increase of 89 new residents by the project represents a 0.2% increase to the City's current population and less when taking into account existing City residents that move the site.

California State Housing Element Law enacted in 1980 requires the Southern California Association of Governments (SCAG) and other regional councils of government in California to determine the existing and projected regional housing needs for persons at all income levels. SCAG is also required by law to determine each jurisdiction's share of the regional housing need in the six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) Southern California region. State legislation and the Regional Housing Needs Assessment (RHNA) process are intended to address housing needs for projected state population and household growth, to create a better balance of jobs and housing in communities, and to ensure the availability of decent affordable housing for all income groups.

As the regional Council of Governments (COG) for Southern California, State law requires SCAG to "determine the existing and projected housing need for its region". SCAG takes the lead in overseeing the assessment by identifying measures to gauge housing demand and comparing those numbers against socioeconomic factors throughout the region.

The RHNA consists of two measurements: 1) existing need for housing, and 2) future need for housing. The existing need assessment examines key variables from census

<sup>14</sup> California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 1/1/2015

<sup>15</sup> Ibid.

data, to measure ways in which the housing market is not meeting the needs of current residents. The future need assessment is determined by SCAG's growth forecast and public participation process.

The State's Housing Element law requires local governments to make plans to adequately address their share of existing and projected population growth, taking into consideration affordability of available and future housing. Recognizing that the most critical decisions regarding housing development, occur at the local level, through a city's General Plan, the Housing law seeks to adequately address housing needs and demands. The California Department of Housing and Community Development (HCD) enforce State Housing Element Law by requiring certified Housing Elements as part of every city's General Plan.

In the City's adopted Housing Element,<sup>16</sup> the RHNA for La Mirada totals 235 units. While the State Legislature acknowledges the City's inability to directly provide the 235 units during the 2014-2021 planning period, the City is required to ensure that the General Plan and Zoning Ordinance provides for this development. The Housing Element states the following regarding new housing in the City:

#### 4.3 NEW HOUSING STRATEGY

Problems related to the provision of this number of new housing units over a relatively short time frame (2014 to 2021) is exacerbated by the following factors:

- There is virtually no remaining vacant land in the City.
- The great majority of the City is already zoned and developed in residential land uses. The industrial areas are concentrated in the southern portion of the City. Very little land is devoted to commercial uses and these are limited to key intersections in selected areas of the City.
- Compared to the surrounding communities, the proportion of La Mirada's land area devoted to residential development far exceeds that of the adjacent communities. The rezoning of the industrial and commercially zoned land would translate into a further loss in both jobs and revenue.
- The RHNA is based on a community's past performance in providing new housing and the City's success has resulted in a RHNA figure that will be difficult for the City to realize under the best of economic conditions.

The City will accommodate its 2014-2021 RHNA need through the Housing Infill Program. This program promotes infill development within nine distinct areas. As part of the implementation of the 2006-2014 Housing Element, the City adopted a Special Housing Overlay Zoning District that has been applied to these nine areas.

As part of the 2006-2014 Housing Element, a comprehensive survey was undertaken to identify specific areas that could accommodate new residential or mixed use development. A total of nine areas were identified to accommodate 1,751 units. The proposed project is located in Area #3. As part of the implementation of the 2006-2014

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<sup>16</sup> City of La Mirada Housing Element 2014-2021, adopted February 11, 2014, Resolution 14-05.

Housing Element, these sites were rezoned to be included in the Special Housing Overlay and now allow for development at the densities identified in the 2006-2014 Housing Element (30 or 40 du/ac). These areas are still available for development and will continue to be utilized by the City to accommodate its 2014-2021 Regional Housing Needs Assessment (RHNA) need.<sup>17</sup>

The General Plan describes Infill Area #3 as follows:

**Infill Area #3** - This infill area is located to the south of Leffingwell Road along the east side of La Mirada Boulevard. This area is occupied by a variety of land uses including a surface parking lot, a single-family home, an office building, and a neighborhood commercial center. The property consists of 3.3 acres of land area. The development density for this area will be 40 units per acre, yielding a potential development of 132 units. The maximum potential development density is achievable since the future residential or mixed use will occupy all of the developable areas of the site currently occupied by the previous use. The underlying zoning is R-1 and C-1. The development contemplated for this site will consist of either mixed use or multiple-family development.<sup>18</sup>

The La Mirada Housing Element provides housing goals and policies to achieve the City's desired housing needs. The housing goals and policies from the Housing Element that are applicable to the project are provided below:

#### 4.4 HOUSING GOALS AND POLICIES

##### 4.4.1 HOUSING GOALS

The La Mirada City Council adopted a series of formal housing goals as part its most recent General Plan Update. These goals, which give direction to the City's housing program, include the following that are applicable to the proposed project:

- Goal 2. The City of La Mirada shall encourage development of housing for all social and economic segments of the City.

##### 4.4.2 ISSUE NO. 1. POLICIES FOR HOUSING AND NEIGHBORHOOD PRESERVATION

The following policies will be effective in promoting housing preservation:

- Policy 1.6. The City of La Mirada shall prevent the encroachment of incompatible uses into established residential areas.

##### 4.4.4 ISSUE NO. 3. POLICIES FOR THE PROVISION OF NEW DEVELOPMENT SITES

The successful implementation of the following policies will ensure the provision of adequate, suitable sites for the construction of new housing.

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<sup>17</sup> City of La Mirada Housing Element 2014-2021, page 46.

<sup>18</sup> City of La Mirada Housing Element 2014-2021, pages 46-47.

- Policy 3.1. The City of La Mirada shall use the Land Use Element of the General Plan and the zoning ordinance to ensure the availability of adequate sites for a variety of housing types.
- Policy 3.2. The City of La Mirada shall ensure the compatibility of residential areas with surrounding uses through the separation of incompatible uses, construction of adequate buffers, and other land use controls.
- Policy 3.4. The City of La Mirada shall encourage the recycling of underutilized residential land, where such recycling is consistent with established land use plans.
- Policy 3.5. The City of La Mirada shall ensure that all residential areas are provided with adequate public facilities and services.

The 28 proposed residential units are consistent with the Housing Element Goal 2 of encouraging development of housing for all social and economic segments of the City. The proposed residential units are compatible with the adjacent surrounding residential units and within a density anticipated for the site's location within Infill Area #3. The project meets the following applicable policies of the La Mirada Housing Element with the residential units being compatible with the surrounding land uses, recycling underutilized residential land, where such recycling is consistent with established land use plans, and the site has adequate public services and facilities as discussed in Sections "XIV" and "XVII," respectively, below.

The project is consistent with the number of residential units allowed for Infill Area #3. Therefore, the project will not induce a substantial population growth in the population of La Mirada and will provide infill housing as planned for the site by the City's Housing Element. Thus, the project will have a less than significant impact related to the City's population.

- b) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.*** The project site is developed with a parking lot and there are no houses on the site that will be demolished by the project. Since no existing housing will be demolished or removed from the site, the project will not be required to construct replacement housing elsewhere in the City. Therefore, no impact will occur.
- c) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.*** As discussed in section "XII.b)" above, there are no houses on the site. Therefore, the development of the project site will not displace any existing residents and require the construction of replacement housing elsewhere. Therefore, no impact will occur.

#### **XIV. PUBLIC SERVICES:**

- a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause***

***significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

- i. Fire protection? Less Than Significant Impact.*** The Los Angeles County Fire Department will provide fire protection services to the project. The project could require fire protection services during construction for accidents or other on-site emergencies. Once the project is constructed and operational, fire protection services similar to other existing residential development will be required such as fire safety inspections, emergency calls for accidents, fires, etc. While the project will require fire protection services, the level is not anticipated to be significant and impact the Fire Department's ability to continue to provide an adequate level of fire protection service to the community. The project impacts to fire protection services will be less than significant.
  
- ii. Police protection? Less Than Significant Impact.*** The Los Angeles County Sheriff Department will provide police protection services to the project. The project could require police protection services during construction to respond to theft, vandalism, accidents and other police emergencies. Once the project is constructed and operational police services such as routine police patrols, vandalism, and other service calls can be expected. While the project will require police protection services, the level is not anticipated to be significant and impact the Police Department's ability to continue to provide an adequate level of service to the community. The project impacts to police protection services will be less than significant.
  
- iii. Schools? Less Than Significant Impact.*** The project is located in the East Whittier City School District and serves students K-8. The project is served by the Scott Avenue Elementary School (K-5) and the Granada Middle School (6-8). The project is estimated to generate approximately 31 students to the East Whittier School District. The project would impact school facilities as the District implements grade span adjustments to K-3 size classes over the next few years. The District collects a developer fee of \$3.36 per square foot and is shared with the Whittier Union High School District. The project developer would be required to pay the applicable developer fee prior to the issuance of any building permits. With the payment of the developer fee that will be used to off-set the costs of K-12 students that may be generated by the project, the project impacts from the generation of K-8 students will be less than significant.

Students from the project for grades 9-12 will attend La Serna High School, which is in the Whittier Union High School District. However, at the current time La Serna High School along with other high schools in the Whittier Union High School District are at full capacity. As a result, student's grade 9-12 may attend other high schools in the District rather than La Serna High School. Based on a student generation rate of 0.21 students per dwelling unit, the project is estimated to generate approximately 6 students for grades 9-12. Depending on the enrollment at area high schools at the time the project is completed and occupied, the students generated by the project could impact local high schools. The District collects a developer fee of \$3.36 per square foot and shares the fee with the East Whittier City School District. The project developer will be required to pay the required developer fee to the East Whittier City School District prior to the issuance of building permits and East Whittier City School District will share the developer fee with the Whittier Union High School

District per their developer fee agreement. With the payment of the developer fee that will be used to off-set the costs of K-12 students that may be generated by the project, the project impacts from the generation of 9-12 students in both school districts will be less than significant

**iv. Parks? Less Than Significant Impact.** The project is required to provide 400 square feet of open space per unit or a total of 11,200 square feet of private open space. The project proposes to provide a total of 11,291 square feet of private open space, including indoor recreational amenities, as follows: 5,280 square feet of landscape areas; 1,850 square feet in the form of unit patios and balconies; 2,906-square foot exterior courtyard adjacent to the first level of units on the eastern side of the building; 735-square foot interior fitness area; a 306-square foot interior lounge,; and a 214 square foot leasing office. Therefore, the project meets the open space requirements defined in Table 21.18.030, Residential Development Standards of the La Mirada Municipal Code. Therefore, the project will meet the amount of open space that is required for the site per the City's Municipal Code.

It is anticipated that any existing La Mirada residents that move to the project will not significantly increase their use of existing City park and recreational facilities. For those residents that move to the site from outside La Mirada, there could be an incremental increase in the use of City park and recreational facilities. However, as the project provides open space and recreational amenities, the increased use of the City's existing park and recreational facilities by the project residents is anticipated to be a less than significant impact.

**v. Other public facilities? No Impact.** While project residents may increase the demand for some public facilities, including the La Mirada Library, the demand is not anticipated to be significant and impact public facilities. There are no public facilities or services, including libraries that will be impacted by the project. The project will have no impacts to public facilities.

## **XV. RECREATION**

- a) ***Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? No Impact.*** Please see Public Services Section "XIII.a) iv." above.
- b) ***Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? No Impact.*** Please see Public Services Section "XIII.a) iv." above.

## **XVI. TRANSPORTATION/TRAFFIC: Will the project:**

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

**mass transit? No Impact.** A traffic report<sup>19</sup> was prepared for the project. A copy of the report is included in Appendix E.

The area roadway segments that serve the project by classification, lane configuration, capacity, existing volume, volume-to-capacity ratio, and existing roadway segment level of service (LOS) are shown in Table 12. As shown in Table 12, all Major Arterial roadways in the project area operate at LOS D or above and approximately 2/3rds of the roadways operate at LOS A or B. LOS D is the desirable established target level of service for roadways in the City of La Mirada.

**Table 12  
Existing Daily Traffic Volumes and  
Level of Service on Roadways in Vicinity of Project Site**

Roadway Segment	Existing Configuration	Classification	Existing LOS Capacity	Existing Volume	Existing V/C	Ex. LOS
La Mirada Blvd. s/o Imp. Hwy	4D	Major Arterial	36,000	29,144	0.81	D
La Mirada Blvd. n/o Imp. Hwy	4D	Major Arterial	36,000	20,828	0.58	A
La Mirada Blvd. s/o Leffingwell	4D	Major Arterial	36,000	22,214	0.62	B
La Mirada Blvd. n/o Leffingwell	4D	Major Arterial	36,000	19,688	0.55	A
Imperial Hwy. w/o La Mirada	6D	Major Arterial	54,000	45,655	0.85	D
Imperial Hwy. e/o La Mirada	6D	Major Arterial	54,000	37,600	0.70	B
Leffingwell Rd. w/o La Mirada	4D	Major Arterial	36,000	30,771	0.85	D
Leffingwell Rd. e/o La Mirada	4D	Major Arterial	36,000	23,713	0.66	B
Telegraph Rd. nw/o Hutchins	4D	Major Arterial	36,000	18,572	0.52	A

The project is estimated to generate approximately 186 vehicle trips per weekday as shown in Table 13. The daily volume threshold identified in the Los Angeles County Department of Public Works *Traffic Impact Analysis Report* Guidelines for requiring the preparation of a traffic report is 500 trips per day, thus the project will not require a traffic report. Additionally, the number of trips that the project is estimated to generate during the AM/PM peak hours is significantly below 50 trips, a common threshold used to determine whether an analysis of a potentially impacted intersection is necessary. The

<sup>19</sup>Stantec, Traffic Letter Report, June 22, 2016.

project peak hour and weekday 24-hour volumes in Table 13 below are nominal. Therefore, it is concluded that the project will not result in any significant negative impact to the surrounding local circulation network.

**Table 13  
Proposed 28-Unit Apartment Building Trip Generation**

Source	ITE Code <sup>1</sup>	Quantity	AM Peak Hour		PM Peak Hour		Weekday 24-hour
			In	Out	In	Out	
Apartment Building	220	28 DU	3	11	11	6	186
<b>Trip Generation</b>			<b>(32)</b>	<b>(18)</b>	<b>(19)</b>	<b>(28)</b>	<b>(153)</b>

<sup>1</sup> Trip generation rate identified in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition.

Based on the results of the traffic report, the project will not conflict with or impact any applicable plan, ordinance, or policy establishing the effectiveness of the performance of the circulation system.

- b) ***Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? No Impact.*** As discussed in “XV.a)” above, the project does not meet the criteria of the Los Angeles County Department of Public Works *Traffic Impact Analysis Report* Guidelines for the preparation of a traffic report because the project does not generate more than 500 vehicle trips per day. The estimated 186 daily vehicle trips by the project will not require the preparation of a project traffic report. Additionally, the number of trips that the project is estimated to generate during the AM/PM peak hours is significantly below 50 peak hour trips, a common threshold used to determine whether an analysis of a potentially impacted intersection is necessary. The project peak hour and weekday 24-hour volumes in Table 13 are nominal. Thus, the project will not individually or cumulatively exceed the level of service standard by the County for the preparation of a traffic report. The project will not conflict with the applicable congestion management plan and no significant traffic impacts will occur.
- c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? No Impact.*** Fullerton Municipal Airport, located approximately 4 miles southeast, is the closest airport to the site. Due to the distance from the site, the project will not change air traffic patterns or have substantial safety risks from the Fullerton Municipal Airport. Therefore no air traffic impacts are anticipated.
- d) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact.*** The project entrance at La Mirada Boulevard will provide ingress/egress to the parking garage on the ground level of the apartment building via a 20-foot two-way driveway located at the southwest corner of the site. The existing site access at Chalco Street (currently closed with bollards and a chain) will be eliminated with no site access from Chalco Street. Along the site access driveway are five parking spaces and a trash truck loading area. The parking garage is secured at the entrance

by an access-controlled gate. The stacking distance from the back of the driveway on La Mirada Boulevard to the gate is approximately 94 feet and provides queuing for 3 to 4 vehicles. The probability that the gate queuing will be 3 vehicles or less with the forecast peak hour volumes for the project is 100 percent based on a conservative 30-second gate opening interval. Therefore, there is no statistical probability that traffic queuing impacts will occur to La Mirada Boulevard associated with the gated garage entry.

There is an existing raised landscaped median on La Mirada Boulevard along the length of the project frontage with no median opening at the location of the proposed project access driveway. Therefore, the project will have right-in/right-out access only. Right-in/right-out access is feasible due to the low traffic volume generated by the project and the short distance to locations of existing median breaks where legal U-turns can be made. Legal U-turns can be made approximately 650 feet north of the project driveway at Leffingwell Road and approximately 300 feet south at Weeks Drive. The project peak hour U-turn volumes at these intersections will be nominal and no significant impacts to existing intersection operations at these locations are anticipated.

A single right-turn only egress lane with stop-control at La Mirada Boulevard is appropriate for a maximum project volume of 11 outbound vehicles during the AM peak hour. Similarly, a single ingress lane is appropriate for the maximum project volume of 11 inbound vehicles during the PM peak hour. Additionally, there is no sight-distance concern associated with the proposed project access. The project site plan notes that a view triangle shall be maintained at the project access with a maximum adjacent landscape height of 42 inches. Right-in/right-out access further reduces the critical line-of-sight for a driveway located on the east side of the major street to the southerly view of approaching northbound vehicles. Therefore, there will be no dangerous conditions related to the design of the additional access lane provided on La Mirada Boulevard or due to the line-of-sight at the project driveway and no significant impact will occur.

Because of low project volumes, lack of an existing median opening at project access driveway location, and close proximity of intersections allowing legal U-turns, an opening in the existing median for a full project access, including left-turn movements to/from La Mirada Boulevard, is not recommended for the project. Maintaining the existing median without an opening is consistent with current motorists expectations and does not create unreasonable vehicle circulation and travel distance. Therefore, the project access with respect to the existing median design remaining will avoid potential hazards and no significant traffic access or circulation impacts are anticipated.

- e) **Result in inadequate emergency access? Less Than Significant Impact.** The project driveway will be designed to meet City design requirements and provide adequate access to the site for emergency vehicles. Police, fire, paramedic/ambulance, and other emergency vehicles will have adequate site access to respond to an on-site emergency. The project impact to emergency access will be will less than significant.
- f) **Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? No Impact.** There are no bus shelters or bus stops on La Mirada Boulevard in front of the project. As required by Table 21.68.160 of the La Mirada Municipal Code, the project will be required to provide 6 bicycle spaces to comply with the Municipal

Code. The project will not conflict with adopted alternative policies, plans, or programs and no impact will occur.

**XVII. UTILITIES AND SERVICE SYSTEMS: Will the project:**

a) ***Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less Than Significant Impact.*** Wastewater generated by the project is treated at the Los Coyotes Water Reclamation plant that is owned and operated by the Sanitation Districts of Los Angeles County. The project is estimated to generate approximately 7,560 gallons of wastewater per day. The existing Los Coyotes Water Reclamation plant has adequate capacity to serve the project. The project will be required to meet all wastewater treatment requirements of the Regional Water Quality Control Board and the Los Angeles County Sanitation Districts before a wastewater discharge permit will be issued. The receipt of a wastewater discharge permit by the project applicant will ensure the project meets or exceeds the wastewater treatment requirements of the Regional Water Quality Control Board. As a result, the project will not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board and the impact will be less than significant.

b) ***Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact.*** The Suburban Water District will provide potable water to the project. The District has stated that it has an adequate supply of water to meet the water demand of the project without the need to construct or expand existing water facilities. The water services to the project will be provided via an existing 12-inch line that extends along La Mirada Boulevard. The existing water main in La Mirada Boulevard has capacity to provide the required water supply for both fire flow and the needs of the project without the need to construct new water supply facilities or expand existing facilities.

A sewer study was prepared for the project.<sup>20</sup> A copy of the sewer study is attached in Appendix F. The wastewater generated by the project will be discharged via a new 6-inch lateral into an existing 10-inch sewer line that extends along Chalco Street. Wastewater discharged into the 10-inch sewer line in Chalco Street will eventually flow to and be treated at the Los Coyotes Water Reclamation plant. The existing sewer collection system that will serve the project has adequate capacity to serve the project.<sup>21</sup> The project will not have a significant impact to the wastewater collection system or wastewater treatment capacity.

c) ***Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact.*** With the project, storm water runoff from the site will be collected and discharged into an existing City-owned and maintained 30-inch storm drain in the southern most portion of the site. Please see Section "IX" above. As discussed in Section "IX.a)" a SUSMP and a detailed hydrology study will be prepared as a condition of project approval prior to the issuance of a grading permit. The hydrology report will address: the hydrology conditions without and with the project; the site improvements that will be provided to address the change in the existing drainage patterns of the site and surrounding area; and final design

<sup>20</sup> Sewer Study, 11640 La Mirada Blvd in the City of La Mirada County of Los Angeles, State of California APN: 8040-006-046.

<sup>21</sup> Ibid, page 5.

requirements to ensure that the existing 30-inch City storm drain has adequate capacity to handle the additional surface water runoff by the project. Upon compliance with the requirements of the hydrology report, the project will not result in the construction of new storm drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, no significant impact will occur.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less Than Significant Impact.** There is a 12-inch water main in La Mirada Boulevard that serves the adjacent land uses along La Mirada Boulevard. The Suburban Water District has an adequate water supply to meet the demand of the project without impacting its local water supply. The project will be required to incorporate and implement all City and State-mandated water conservation measures. The project will have a less than significant impact on water supply.
- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? Less Than Significant Impact.** Please see Section "XVII.b)" above.
- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant Impact.** EDCO Waste and Recycling Services is the contract solid waste hauler for the City of La Mirada and would serve the project. The solid waste to be collected from the site will be recycled and the non-recyclable material hauled to one of the three landfills in Orange County. The City of La Mirada adopted a Source Reduction and Recycling Element (SRRE) that outlines the City's commitment to a 50% reduction in waste to the landfill by 2000. EDCO Disposal actively recycles 50% of the solid waste that is collected and will recycle the solid waste generated by the project.

The project will generate concrete and asphalt debris during the demolition of the parking lot and other site improvements. Debris will also be generated during construction of the project. Demolition and construction debris such as concrete and asphalt can either be ground into small pieces and reused on the site as base material for the access driveway or sold to a recycler. Other types of debris such as rocks, metal, wood, etc. that cannot be recycled will be hauled to a landfill. Once the project is constructed and operational, it is estimated to generate approximately 1,960 pounds of solid waste per day. Of the 1,960 pounds, approximately 50% will be recycled and the balance of non-recycled material, approximately 980 pounds, will be hauled to a landfill. The landfills have a current daily capacity of 24,000,000 pounds, or 12,000 tons. The 980 pounds of solid waste that will be generated by the project and hauled to area landfills represents a nominal amount of the solid waste that is hauled daily to the landfills in Orange County. Therefore, the impact of the solid waste generated by the project will be less than significant.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste? Less Than Significant Impact.** The City of La Mirada complies with all federal, state, and local statutes and regulations related to solid waste. The project will have less than significant solid waste impacts because the project will be required by the City to comply with all applicable solid waste statutes and regulations.

## XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? No Impact.*** The project site is developed and there are no rare or endangered native plants or wildlife resources that will be significantly impacted by the project. Similarly, there are no examples of important California history or prehistory on the site or suspected to be found on the site. The project will not have any biological or historical impacts.
- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) Less Than Significant Impact.*** The project will have short term air emissions impacts during the demolition of the existing site improvements, site grading, and project construction. These short-term air emission impacts would cease once construction is completed. Once construction is completed the project will not have significant air quality or greenhouse gas emission impacts. As a result, the project will not have significant cumulative air quality or greenhouse gas impacts. There have not been impacts identified with the project that will, in conjunction with other projects, have significant cumulative impacts.
- c) ***Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? Less Than Significant Impact.*** Based on the results of the completed studies and analysis, the project will not have any environmental effects that could impact human beings directly or indirectly.

## O. References

1. City of La Mirada General Plan – March 25, 2003
2. City of La Mirada Municipal Code
3. Giroux & Associates, Air Quality and GHG Impact Analyses 28-Unit Apartment Complex, La Mirada, California, July 27, 2016.
4. Albus-Keefe & Associates, Inc., Geotechnical Due Diligence Investigation, Proposed Residential Development, Northeast of La Mirada Boulevard and Chalco Street, La Mirada, California, October 23, 2014.
5. EFI Global, Phase I Environmental Site Assessment Report 11640 La Mirada Boulevard La Mirada, California 90638, July 27, 2016.
6. Giroux & Associates, Noise Impact Analysis 28-Unit Apartment Complex, La Mirada, California, July 27, 2016.
7. Stantec, Traffic Letter Report, June 22, 2016.
8. Sewer Study, 11640 La Mirada Blvd in the City of La Mirada County of Los Angeles, State of California APN: 8040-006-046.