

MITIGATED NEGATIVE DECLARATION

VESTING TENTATIVE TRACT MAP NO. 82127



Lead Agency:

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

Project Proponent:

The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740
(562) 596-4770

Environmental Consultant:

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

August 20, 2019

Environmental Checklist

For CEQA Compliance

TABLE of CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1. Project Title	1
2. Lead Agency Name and Address	1
3. Contact Person and Phone Number	1
4. Project Location	1
5. Project Sponsor's Name and Address	1
6. General Plan Designation	1
7. Zoning	1
8. Description of Project	1
9. Surrounding Land Uses and Setting	6
10. Other Public Agencies whose Approval Is Required	6
11. Have California Native American tribes traditionally and culturally affiliated With the project area requested consultation pursuant to Public Resources Code Section 21080.3.1?	6
12. Environmental Factors Potentially Affected	11
13. Determination	11
14. Issues	13
15. Explanation of Issues	21
I. Aesthetics	21
II. Agricultural Resources	26
III. Air Quality	26
IV. Biological Resources	36
V. Cultural Resources	37
VI. Energy	38
VII. Geology and Soils	41
VIII. Greenhouse Gas Emissions	43
IX. Hazards and Hazardous Materials	45
X. Hydrology and Water Quality	47
XI. Land Use	51
XII. Mineral Resources	53
XIII. Noise	53
XIV. Population and Housing	64
XV. Public Services	68
XVI. Recreation	69
XVII. Transportation	69
XVIII. Tribal Cultural Resources	75
XIX. Utilities and Service Systems	78
XX. Wildfire	79
XXI. Mandatory Findings of Significance	80

Appendices

- Appendix A - Air Quality/Greenhouse Gas Report
- Appendix B - Geotechnical Report
- Appendix C - Phase I Environmental Site Assessment
- Appendix D – Hydrology Study

Environmental Checklist

For CEQA Compliance

Appendix E – Noise Report
Appendix F - Traffic Report

LIST of FIGURES

<u>Figure</u>	<u>Page</u>
1. Regional Map	2
2. Local Vicinity Map	3
3. Aerial Photo	4
4. USGS Topo Map	5
5. Vesting Tentative Tract Map No. 82127	7
6. On-Site Land Uses	8
7. Surrounding Land Uses	9
8. Photo Location Map	10
9. Landscape Plan	22
10. Typical Building Elevations	23
11. Noise Compatibility Guidelines – La Mirada General Plan	54
12. Noise Monitor Locations	56
13. Infill Area #8	66
14. Project Outbound Trip Generation	72
15. Project Inbound Trip Generation	73
16. Cumulative Project Location Map	82

LIST of TABLES

<u>Table</u>	<u>Page</u>
1. Ambient Air Quality Standards	30
2. Air Quality Monitoring Summary (2013-2017)	29
3. SCAQMD Daily Emission Thresholds of Significance	33
4. Construction Activity Equipment Fleet	34
5. Construction Activity Emissions Maximum Daily Emissions (pounds/day)	34
6. LST and Project Emissions (pounds/day)	35
7. Daily Operational Impacts	36
8. Construction Emissions (Metric Tons CO ₂ e)	44
9. Proposed Operational Emissions	45
10. Infill Area 8 Development Standards	52
11. Short-Term Measured Noise Levels (dBA)	55
12. Construction Equipment Noise Levels	58
13. Maximum Construction Noise Equipment Levels at Off-Site Noise Sensitive Uses ..	59
14. Traffic Noise Impact Analysis	60
15. Human Response to Transient Vibration	62
16. Estimated Vibration Levels During Project Construction	63
17. Project Trip Generation Summary	70
18. Existing Level of Service at Study Area Intersections	70
19. Opening Year (2021) with Project Intersection Level of Service and Significant Impact Evaluation	74
20. Cumulative Projects	81

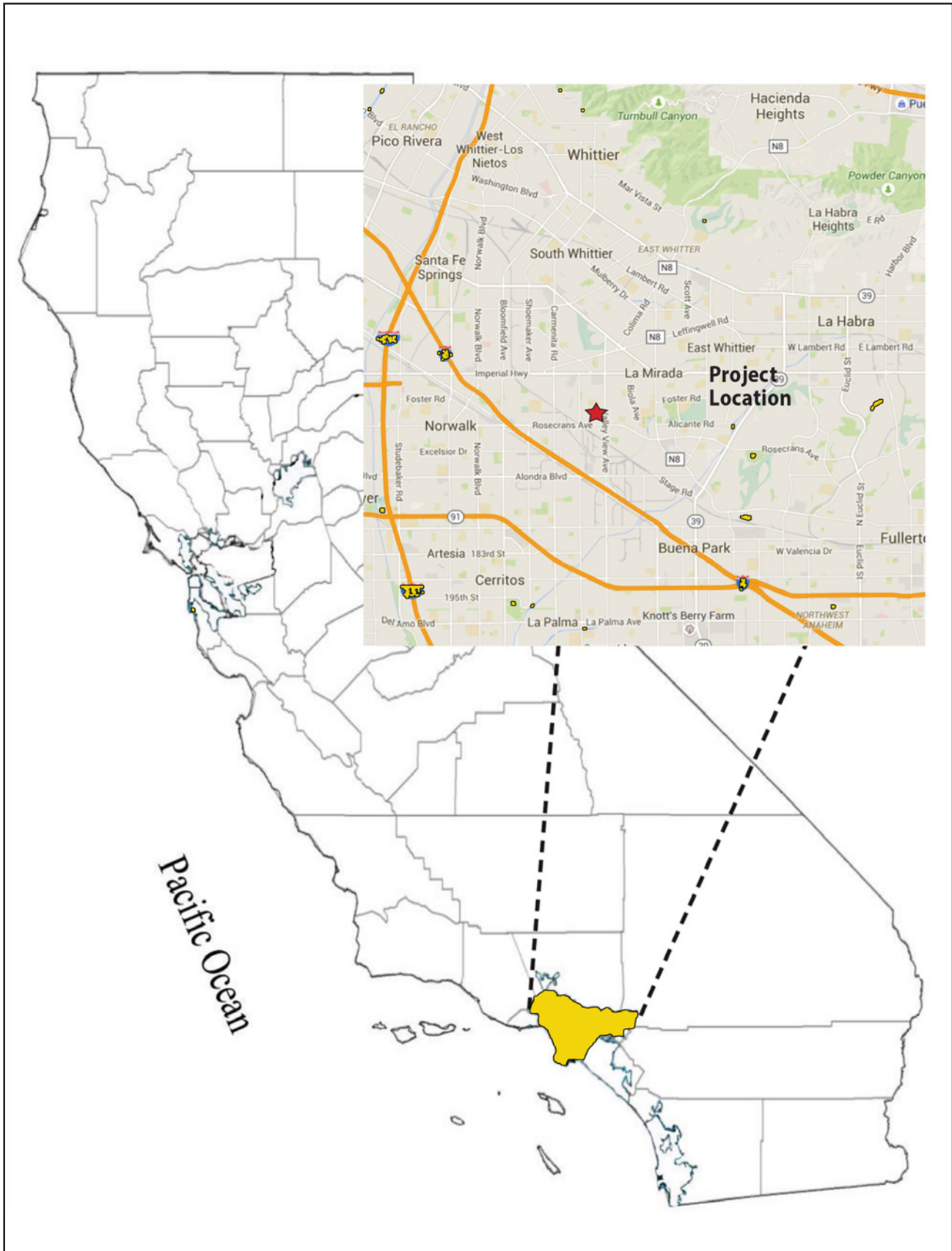
PLANNING DEPARTMENT

1. **Project Title:** Vesting Tentative Tract Map No. 82127
2. **Lead Agency Name and Address:** City of La Mirada
13700 La Mirada Boulevard
La Mirada, CA 90638
(562) 943-0131
3. **Contact Person and Phone Number:** Arturo Cervantes, Administrative Analyst II (562) 943-0131
4. **Project Location:** The project is located in the City of La Mirada as shown in Figure 1, Regional Map. More specifically, the project is located at 13811 Valley View Avenue as shown in Figure 2, Vicinity Map. An aerial photograph of the site and surrounding area is shown in Figure 3, Aerial Photo. Figure 4 is a topography map that shows the topography on the site and surrounding areas.
5. **Project Sponsor's Name and Address:** The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, CA 90740
(562) 596-4770
6. **General Plan Designation:** The project site is designated Industrial use by the La Mirada General Plan. The project would require a general plan amendment to High Density Residential.
7. **Zoning:** The project site is zoned Industrial (M-2) and would require a zone change to Planned Unit Development (PUD). The project site is located in the Special Housing Overlay (SHO) zoning district and would remain with the project.
8. **Description of Project:** The project site totals approximately 2.32 net acres and includes one parcel (APN 8059-028-049). The site is vacant except for the foundation of a former residence on the site that was demolished in December 2015.

The project proposes to develop a 2.32 net acre site with fifty-six (56), market rate, three-story townhomes at a density of 24.0 dwelling units per acre (du/ac). The height of the townhomes is 39' whereas the requested PUD zone allows a maximum height of 45'. The project proposes a Floor Area Ratio (FAR) of 0.96 and the PUD zone allows a FAR up to 1.0. The building coverage is 41.73 percent. The project proposes 128 parking spaces, including two spaces per unit in an enclosed garage, fifteen (15) guest parking spaces and one handicap space. Access to the project site would be from Valley View Avenue that extends along and forms the east project boundary.

The project includes six (6) two-bedroom units, twenty (20) three bedroom units and thirty (30) four bedroom units. The project proposes 15,183 square feet of common open space and 4,350 square feet of private open space for a total of 19,533 square feet of open space, which equals 348.8 square feet of open space per unit. The architectural style is Spanish Colonial.

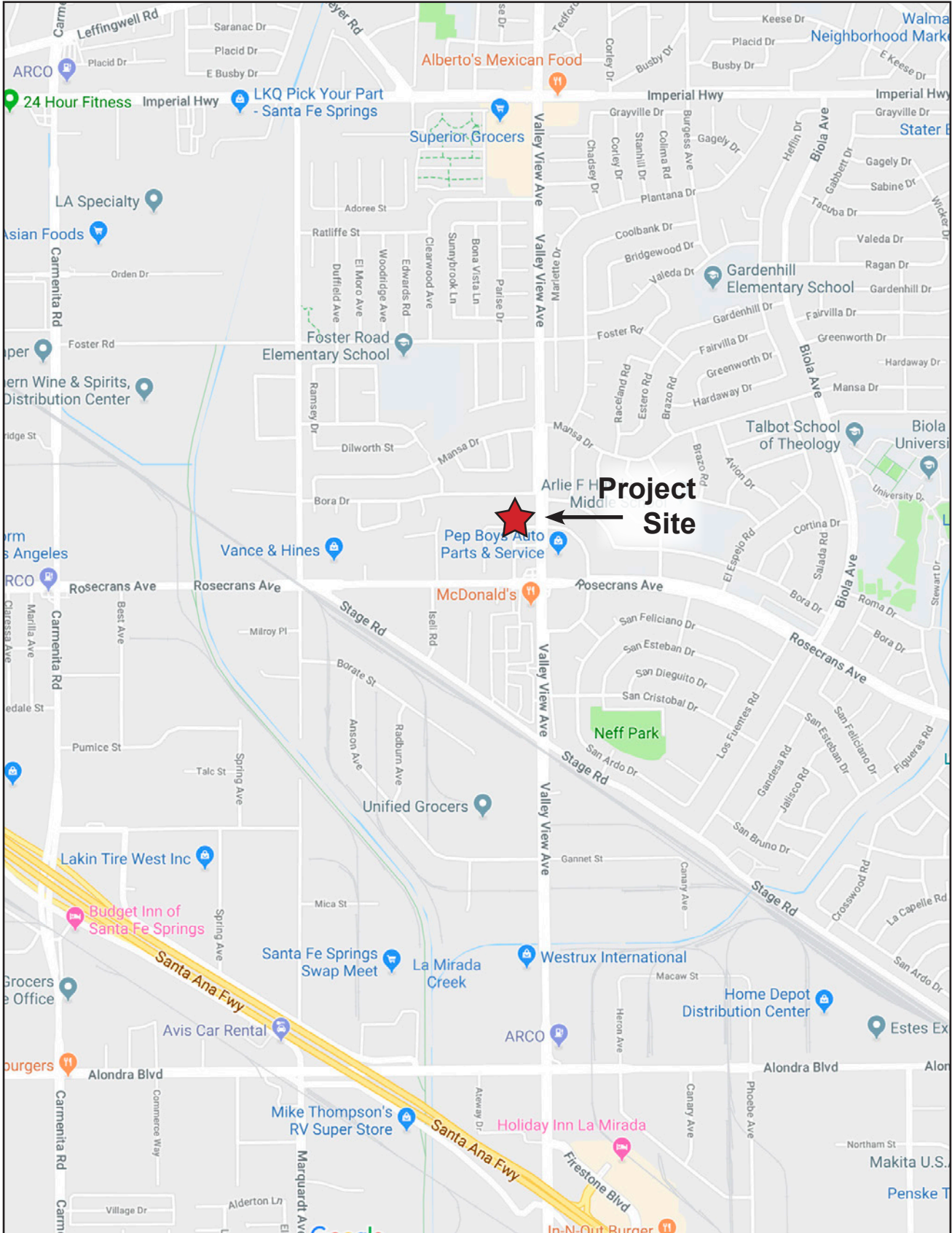
Project setbacks include a minimum ten (10) feet along the northern project boundary, a fifteen (15) foot easement along the western project boundary, a five (5) foot side-yard setback along the southern project boundary and a ten (10) foot front-yard setback from Valley View Avenue.



Source: Phil Martin & Associates, Inc.



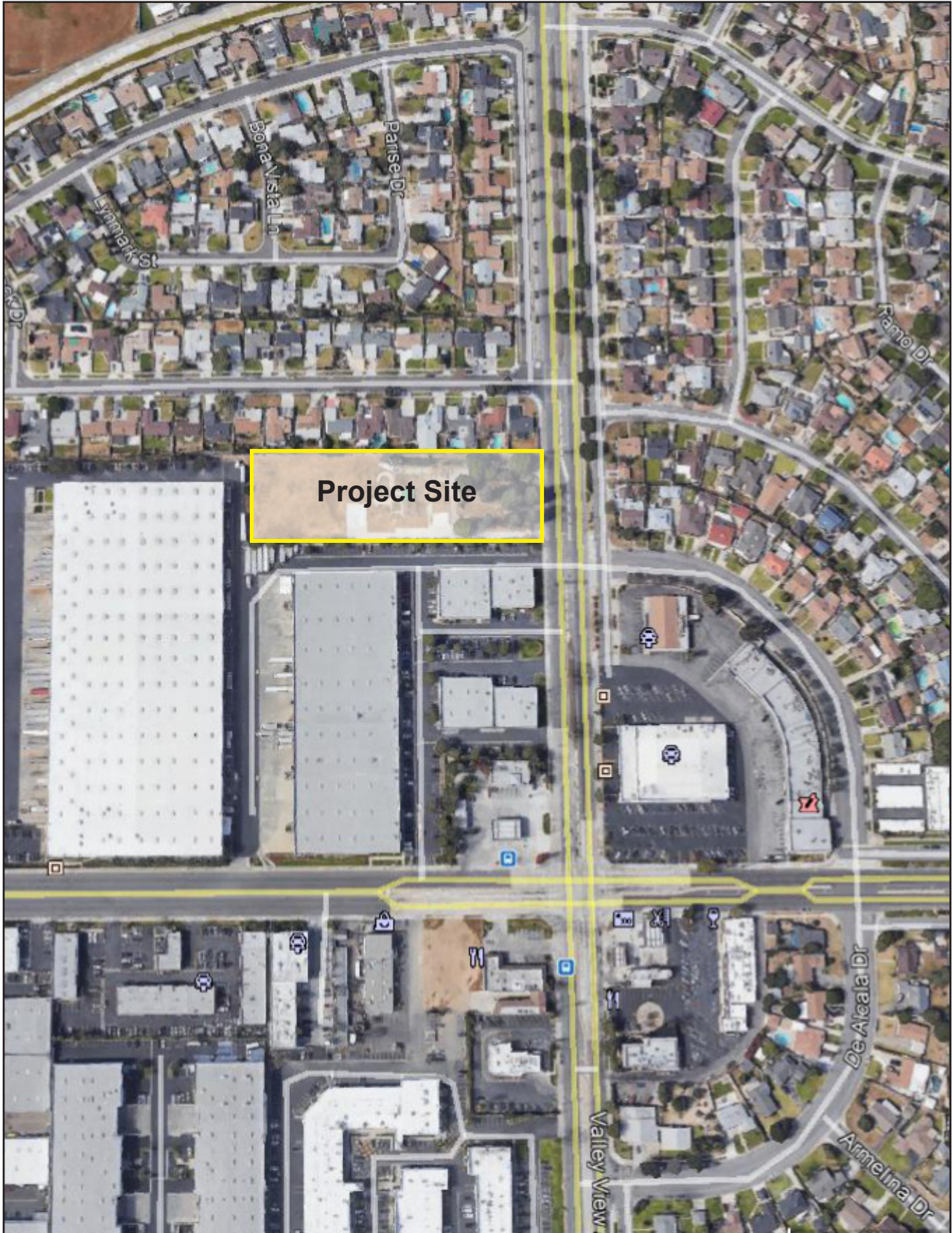
Figure 1
Regional Map



Source: Google Maps



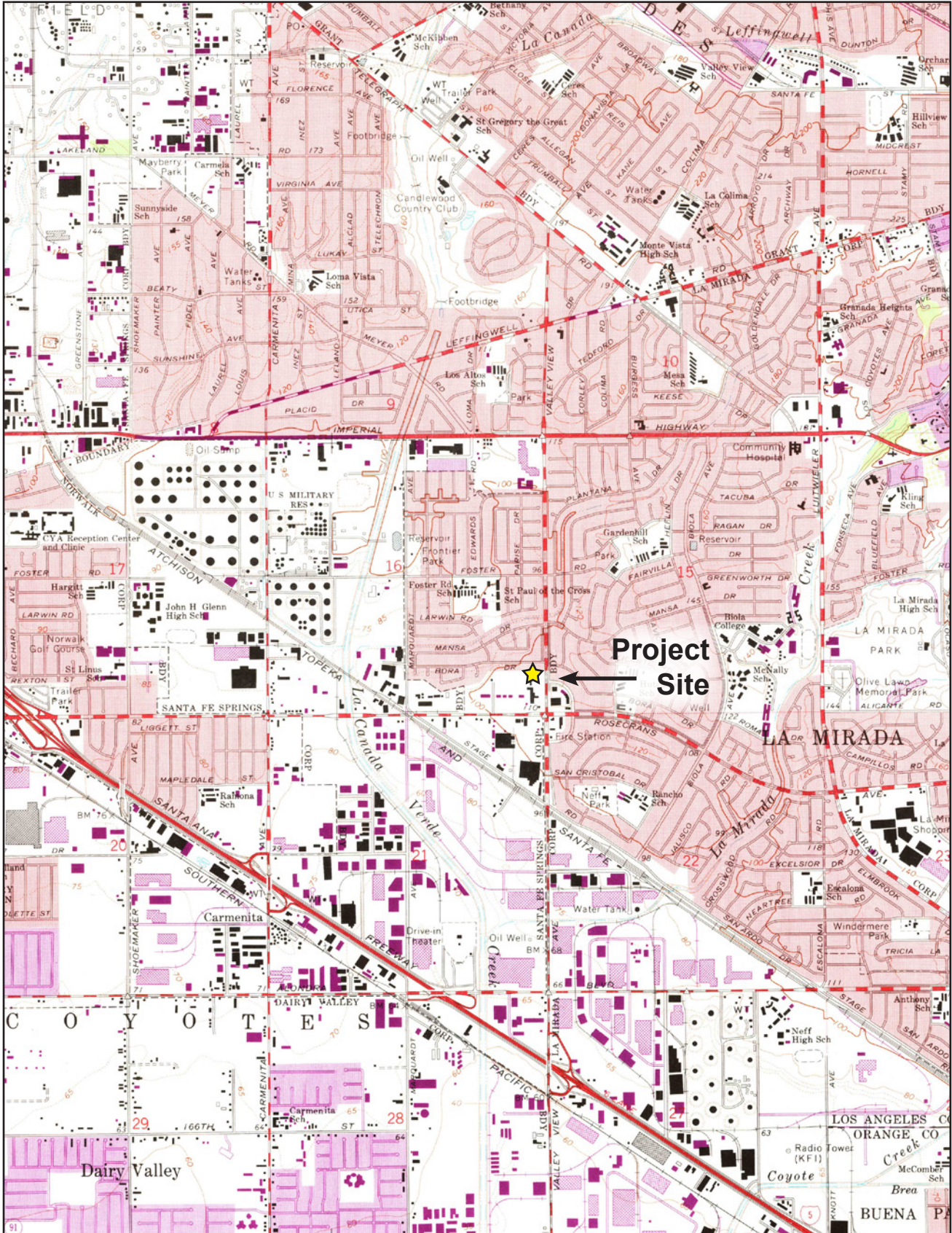
Figure 2
Local Vicinity Map



Source: Google Earth



Figure 3
Aerial Photo



Source: U.S. Geological Survey

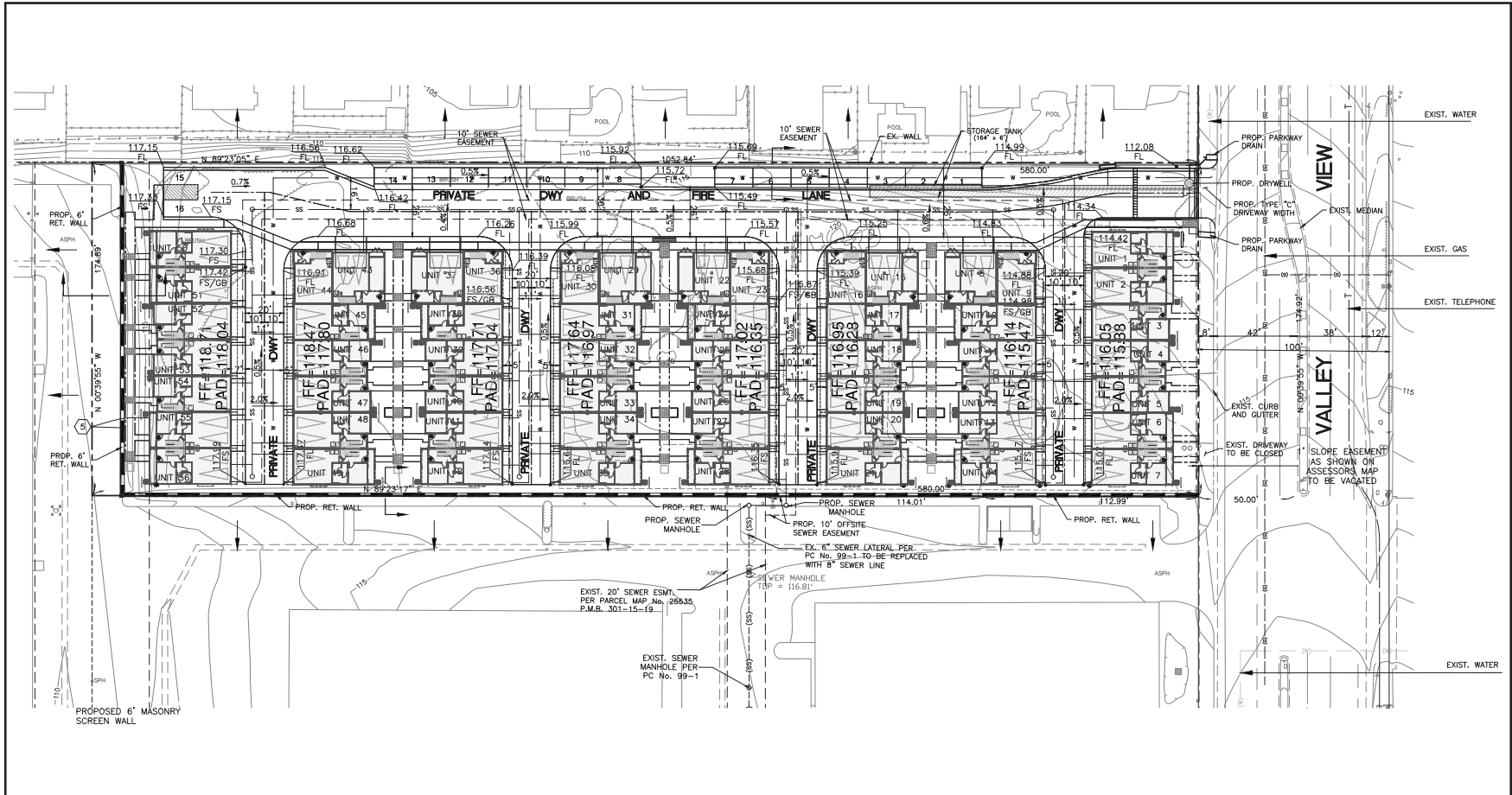


Figure 4
USGS Topo Map

An existing 15' access easement at the west end of the site for the industrial development adjacent to and west of the project would remain and not be developed. The project is scheduled to be constructed in one phase with construction tentatively scheduled to start in early 2020 and completed in late 2021. The proposed site plan is shown in Figure 5.

9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site include single-family detached residences to the north, light industrial development to the south and west, and single-family detached residences to the east, east of Valley View Avenue. Figure 6 shows photographs of the on-site land uses and Figure 7 shows photographs of the surrounding land uses. Figure 8 is a photo orientation map of the on-site and surrounding land uses.
10. **Other Public Agencies Whose approval is Required:** The discretionary approvals required from the City of La Mirada include approval of a general plan amendment from Industrial to High Density Residential, a zone change to PUD, approval of Vesting Tentative Tract Map No. 82127 and a Certificate of Compatibility (COC). No other public agency approvals are required.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Tribal letters were mailed by the City of La Mirada on May 23, 2019 to ten tribes and formally invited consultation with the City in compliance with 21080.3.1. To date the City has received a request from the Gabrielino Band of Mission Indians – Kizh Nation and Gabrielino- Tongva Tribe for consultation. The tribes that were contacted include:
 1. Gabrielino Band of Mission Indians – Kizh Nation – Andrew Salas
 2. Gabrieleno/Tongva Nation – Sam Dunlap
 3. Gabrieleno/Tongva Indians of California Tribal Council – Robert Dorame
 4. Gabrielino-Tongva Tribe – Bernie Acuna
 5. Soboba Band of Luiseño Indians – Joseph Ontiveros
 6. Gabrielino/Tongva San Gabriel Band of Mission Indians - Anthony Morales
 7. Gabrielino-Tongva Tribe - Conrad Acuna
 8. Gabrielino-Tongva Tribe - Linda Candelaria
 9. Tongva Ancestral Territorial Tribal Nation - John Tommy Rosas
 10. Gabrielino-Tongva Nation - Sandonne Goad

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3 (c) contains provisions specific to confidentiality.



Source: B & E Engineers



Figure 5
Tentative Tract Map No. 82127



A. Looking west at site from the east project boundary



B. Looking northwesterly at site from De Alcala Dr. at Valley View Blvd.



C. Looking southwest at site from Valley View Blvd. at Bora Dr.



D. Looking directly west at site from Valley View Blvd.

Figure 6
On-Site Land Uses



E. Looking at residences east of the project, east of Valley View Blvd



F. Looking at the industrial development south of the project

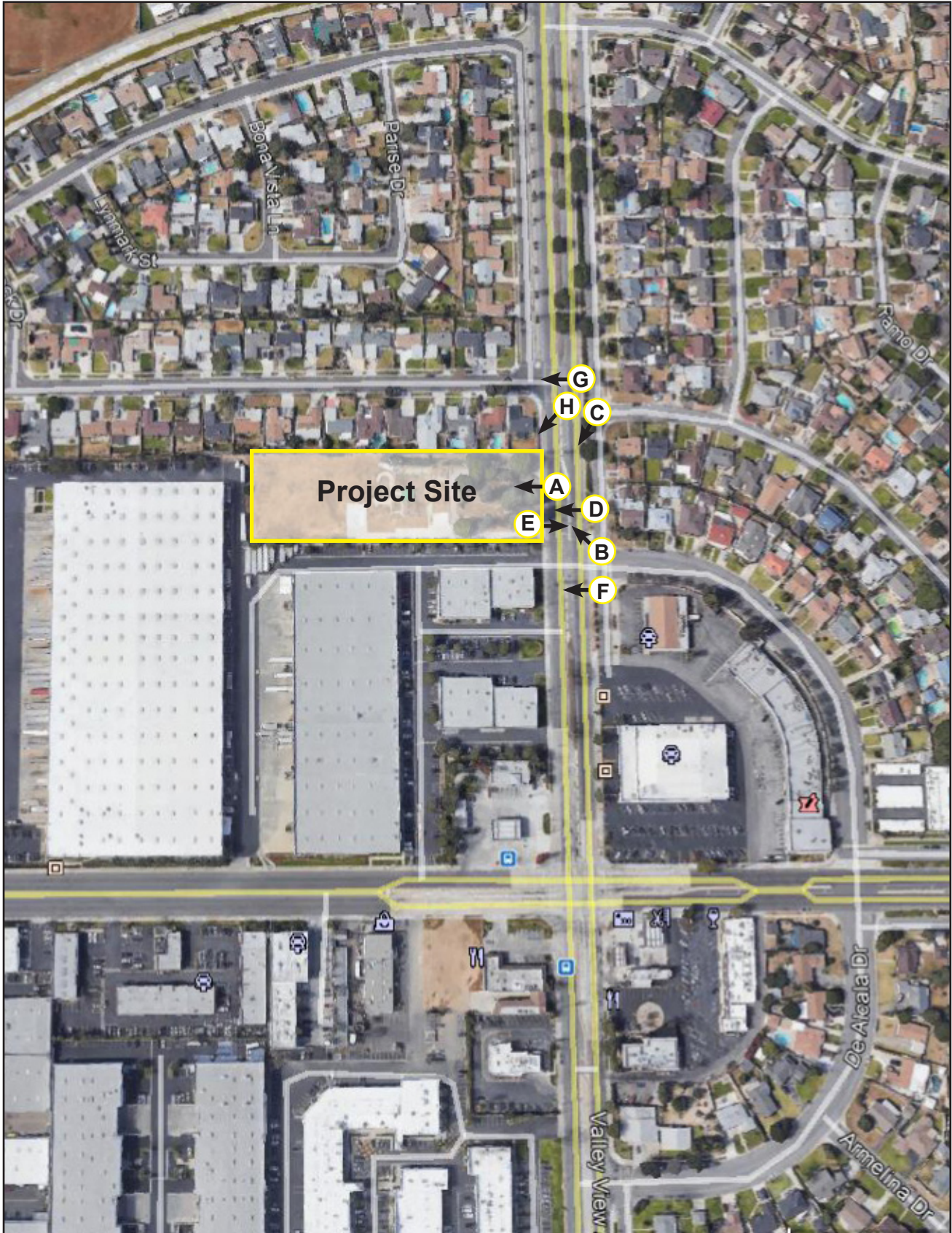


G. Looking at the residences north of the site



H. Looking at the residences north of the site - note project site

Figure 7
Surrounding Land Uses



Source: Google Earth



Figure 8
Photo Location Map

12. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

13. Determination: (To be completed by the Lead Agency)

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 REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on 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 a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____

Date _____

Evaluation of Environmental Impacts:

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

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

14. Issues:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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. AGRICULTURE and FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a Williamson Act contract?
- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?
- d) Result in the loss of forest land or conversion of forest land to non-forest use?
- e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan?
- b) 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?
- c) Expose sensitive receptors to substantial pollutant concentrations?
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES: Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory

wildlife corridors, or impede the use of native wildlife nursery sites?

- e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES: Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?
- b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?
- c) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY: Would the project:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

VII. GEOLOGY AND SOILS: Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)
 - ii. Strong seismic ground shaking?
 - iii. Seismic-related ground failure, including liquefaction?
 - iv. Landslides?
- b) Result in substantial soil erosion or loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),

creating substantial direct or indirect risks to life or property?

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY. Would the project:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially

- degrade surface or ground water quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner, which would:
- (i) result in substantial erosion or siltation on- or off-site;
- (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site;
- (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- (iv) impede or redirect flood flows?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING: Would the project:

- a) Physically divide an established community?
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect?

XII. MINERAL RESOURCES: Would the project:

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

XIII. NOISE: Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- b) Generation of excessive groundborne vibration or groundborne noise levels?
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?

XIV. POPULATION AND HOUSING: Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

XV. PUBLIC SERVICES:

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

XVI. RECREATION:

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

XVII. TRANSPORTATION: Would the project:

- a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

XVIII. TRIBAL CULTURAL RESOURCES:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

15. Explanation of Issues

I. AESTHETICS: Would the project:

- a) **Have a substantial adverse effect on a scenic vista? No Impact.** The project site is not part of any approved or designated scenic vista. Furthermore, the La Mirada General Plan does not designate any scenic vista that is either adjacent to or directly visible from the site. The project would not impact a scenic vista.
- b) **Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? No Impact.** There are no Officially Designated or Eligible state scenic highways and no scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway either adjacent to or in direct view from the site that would be removed or altered by the project. The closest state scenic highway to the project is Route 2 near La Canada Flintridge that is approximately 25 miles north of the site. The project would not impact a state scenic resource.
- c) **In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? Less Than Significant Impact.** The project is located within an urbanized area.¹ The project would develop a vacant parcel with fifty-six three-story townhomes and other supporting site improvements, including an on-site private street, block walls, guest parking, landscaping, open space, etc. The proposed townhomes would reflect Spanish Colonial architectural style. New landscaping would be installed within the street set-back along the west side of Valley View Avenue, rear and side yard setbacks. The proposed landscaping would provide an aesthetic buffer of the project from the adjacent surrounding land uses that does not currently exist. The proposed landscaping plan for the project is shown in Figure 9.

The proposed townhomes have a maximum height of 39'. The architectural design character includes building elevations that are detailed and articulated with projections and recesses to avoid long and plain surfaces. Building massing would be further minimized through the use of differentiated building materials, and colors and incorporation of architectural features such as recessed balconies and windows and decorative railings. Typical building elevations of the proposed townhomes are shown in Figure 10. The design and architecture of the proposed townhomes along with landscaped private open space would improve the aesthetics of the site for the local residents.

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.

¹ CEQA Guidelines §15387.

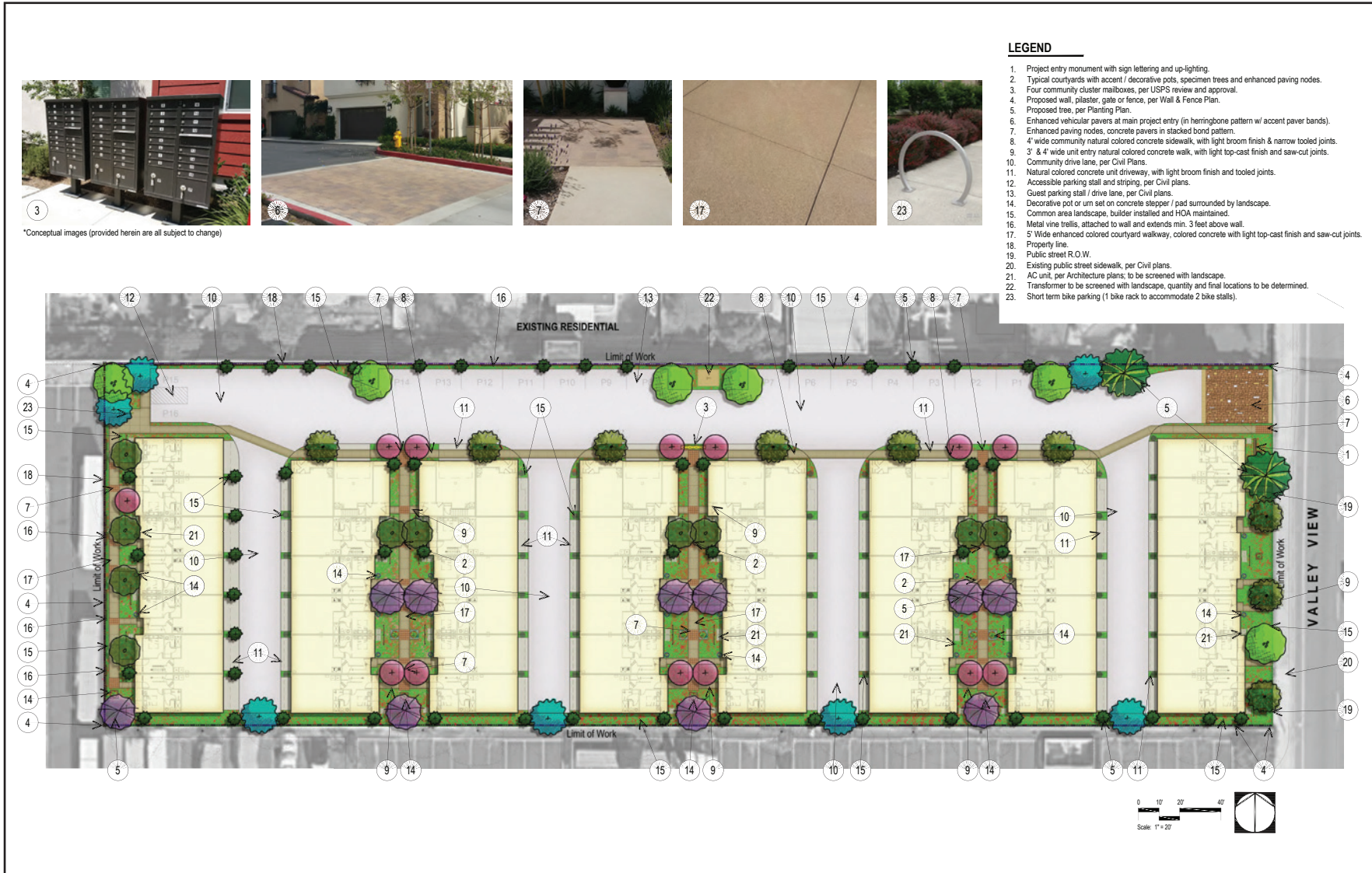


Figure 9
Landscape Plan



5-Plex Perspective



6-Plex Perspective



7-Plex Perspective

Figure 10
Typical Building Elevations

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 three-story townhomes with Spanish Colonial architecture, which is different from the existing residential units adjacent to and in the general vicinity of the site. While different from the existing residential units in terms of height and architecture, the project will provide a mix of units in both types, density and price that do not exist in this area of La Mirada. As discussed in Sections XIV and XVII of 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. The project will be required to comply with and meet all building codes, zoning, health and safety codes per the La Mirada Municipal Code.

The building elevations and site improvements of the proposed townhomes were shown previously Figures 9 and 10. The project meets the above applicable goals and policies and will provide aesthetic enhancements to the area with enhanced landscaping including trees, shrubs, and groundcover to buffer and minimize the visual effects of the project to motorists on Valley View Avenue and the adjacent residents. The visual character impacts of the project would be less than significant.

Based on the site plan, building elevations and landscape plan the project meets the intent of the applicable goals and policies of the General Plan. The project would not have any significant aesthetic impacts.

- d) ***Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less Than Significant Impact.*** The project would introduce new sources of light and glare on the site compared to the existing vacant site. There is no light or glare generated from the site at this time because the site is vacant.

Light

The project would generate new sources of light from the proposed townhomes compared to no light that is generated from the vacant site currently. New sources of light generated by the project include City required streetlights, interior and exterior lighting of the townhomes, landscape lighting and car

headlights. Private street lighting fixtures would include shielding devices and direct or reflect light downward and away from land uses adjacent to the site.

Some of the light and glare generated by the project would be closer to the existing single-family detached residential units adjacent to and north and east of the site. Therefore, the light and glare by the project would be more visible to those residents compared to no light or glare generated from the vacant site. The light and glare from the three-story townhomes would be visible to the adjacent surrounding properties, especially the residences east and north of the site than the industrial uses to the south and west. The existing residents adjacent to the site would see and experience light and glare from the site during the evening and nighttime hours compared to no light or glare from the vacant site.

While the headlights of the cars that would drive in and out of the site would increase the amount of light and glare on the local streets, the headlights of the cars currently on Valley View Avenue generate light and glare in the immediate project vicinity. While the headlights of the cars generated by the project would increase the amount of nighttime light and glare in the immediate project vicinity, the light and glare would not be new or unique to the immediate area and is not anticipated to significantly impact area residents.

The proposed project perimeter walls would prevent automobile lights from shining directly onto the residential units north and east of the site. Headlights of the cars exiting the site would shine directly onto the side of the two residential units that are directly east of the site, east of Valley View Avenue. Although the headlights of cars exiting the site would not shine directly into the front of any houses east of the site, headlights would shine onto the side of the two residential units that have windows to the east of the site.

City required parking lot lights, exterior safety and security lighting along with interior lighting of the residential units would be visible to adjacent residents north and east of the site. The headlights of the residents and their guests that enter and leave the site would be new sources of nighttime light and could extend to the existing residences east of the site. The proposed perimeter block wall along the project boundary would somewhat reduce the intensity of headlights within the project from shining into the yards of the residents north of the project.

Nighttime lighting of the proposed townhomes would be visible to the surrounding land uses, including the residents adjacent to and north and east of the site. The single-family detached residences east of the site, east of Valley View Avenue would be impacted mostly by cars leaving the site and their headlights shining onto the sides of the two residential units directly east of the site.

The interior and exterior lights of the three-story townhomes would be directly visible to the existing residents north and east of the site, the intensity of the light would not be greater than light of other existing residential development in the immediate project area.

Glare

The project would also generate new sources of glare. Currently there is no glare generated from the site because it is vacant. Therefore, the project would increase glare from metal flashings, windows, automobile windows, etc. of the project. However, glare is generated by the existing residences and industrial buildings in the immediate project area, therefore, glare is not unique to the area. While glare is not new or unique to the site, the project would generate more glare from metal surfaces and glazing from the proposed townhomes and other site improvements compared to the existing vacant site.

Glare by the project could extend to the residents north and east of the site. As shown previously in the building elevations, many of the windows of the residential units would be recessed to minimize the glare that could be generated to the residents to the north and east of the site.

The new sources of light and glare that would be generated by the project are not anticipated to significantly impact the adjacent surrounding residents to the north and east due to the design of the proposed townhomes and the construction of the perimeter wall along the project boundary. The light and glare that would be generated by the project is not anticipated to be any brighter or more intense than the lights and glare that are generated by other residential development 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 21.70.070 Light and Glare. The compliance of the project with the La Mirada Municipal Code would reduce light and glare by the project to less than significant levels.

II. AGRICULTURE AND FORESTRY RESOURCES: Would the project:

- a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.*** The project site is vacant due to the demolition of the previous residential home on the property. There are no agricultural uses either on or adjacent to the site. The site is designated “Urban and Built-Up Land” by the latest State of California Department of Conservation Orange County Important Farmland 2016 map². The project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and impact farmland.
- b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.*** The project site is not in a Williamson Act contract. Neither the existing M-2 zone, the requested PUD zone, or any adjacent zoning in the project vicinity allow agricultural use. The project would not conflict with any existing agricultural use in the project area or an existing Williamson Act contract.
- c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? No Impact.*** There are no timber or forests in the City of La Mirada. The requested PUD zoning does not allow timber or forest production. The project would not impact any forest or timber production.
- d) ***Result in the loss of forest land or conversion of forest land to non-forest use? No Impact.*** See Response to section “II.c” above.
- 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 would not result in the loss of any farmland, either individually or cumulatively and would not have any impact to farmland.

III. AIR QUALITY: Would the project:

- a) ***Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.*** The U.S. Environmental Protection Agency (U.S. EPA) is the primary federal agency for regulating air quality. The EPA implements the provisions of the Federal Clean Air Act

² <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/ora16.pdf>

(FCAA). This Act establishes National Ambient Air Quality Standards (NAAQS) that are applicable nationwide. The EPA designates areas with pollutant concentrations that do not meet the NAAQS as non-attainment areas for each criteria pollutant. States are required by the FCAA to prepare State Implementation Plans (SIP) for designated non-attainment areas. The SIP is required to demonstrate how the areas would attain the NAAQS by the prescribed deadlines and what measures would be required to attain the standards. The EPA also oversees implementation of the prescribed measures. Areas that achieve the NAAQS after a non-attainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare plans to reduce pollutant concentrations exceeding the California Ambient Air Quality Standards (CAAQS) and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The South Coast Air Quality Management District (SCAQMD), in which the project is located, satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and the Southern California Association of Governments (SCAG) in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by the California Air Resources Board (CARB) to satisfy FCAA requirements discussed above.

The CCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. Further, the CCAA requires SCAQMD to revise its plan to reduce pollutant concentrations exceeding the CAAQS every three years. In the South Coast Air Basin (SCAB), SCAQMD and SCAG, in coordination with local governments and the private sector, develop the AQMP for the air basin to satisfy these requirements. The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP is to bring the basin into attainment with federal health-based standards for unhealthy fine particulate matter (PM_{2.5}) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone deadline, the scope and pace of continued air quality improvement must greatly intensify.

AQMPs are required to be updated every three years. The 2016 AQMP was adopted by the SCAQMD Board on March 3, 2017, and has been submitted to the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NO_x, the continuing ozone problem pollutant, may need to come from major stationary sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

- 8-hour ozone (70 ppb) 2032
- Annual PM-2.5 (12 µg/m³) 2025
- 8-hour ozone (75 ppb) 2024 (old standard)
- 1-hour ozone (120 ppb) 2023 (rescinded standard)
- 24-hour PM-2.5 (35 µg/m³) 2019

The project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which 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 a proposed development is consistent with regional growth projections. The air quality impact significance for the project has therefore been analyzed on a project-specific basis.

The project would not significantly affect regional air quality plans. According to the section XVII. Transportation, the project would not generate new vehicle emissions that exceed AQMD adopted thresholds based on the air quality analysis that concludes no significant air quality impact. Therefore, the project is consistent with and would not impact the AQMP.

- b) **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? Less Than Significant Impact.** Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area.

The project is located within the SCAB and non-attainment for ozone and PM₁₀ particulate matter. Construction and operation of cumulative projects would further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the regional air quality is the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact.

As stated in section "III.c" below, based on the air quality report that was prepared for the project, the project would not generate any short- or long-term air emissions that exceed SCAQMD emission thresholds. Therefore, the project would not have any significant cumulative criteria pollutant impacts.

- c) **Expose sensitive receptors to substantial pollutant concentrations? Potentially Significant Unless Mitigation Incorporated.** An air quality and greenhouse gas report³ was prepared for the project. A copy of the air quality and greenhouse gas report is included in Appendix A of this MND.

Criteria Pollutants, Health Effects, and Standards

Under the Federal Clean Air Act (FCAA), the U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six major pollutants; ozone (O₃), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These six air pollutants are often referred to as the criteria pollutants. The NAAQS are two tiered: primary, to protect public health, and secondary, to prevent degradation to the environment (i.e., impairment of visibility, damage to vegetation and property).

Under the California Clean Air Act, the California Air Resources Board has established California Ambient Air Quality Standards (CAAQS) to protect the health and welfare of Californians. State standards have been established for the six criteria pollutants as well as four additional pollutants; visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

³ Air Quality and GHG Impact Analysis, 13811 Valley View Avenue (APN 8059-028-049), Giroux & Associates, June 18, 2019.

Table 1 presents the state and national ambient air quality standards. A brief explanation of each pollutant and their health effects is presented in the Table 1 footnotes.

Monitored Air Quality

Long-term air quality monitoring is carried out by the SCAQMD at various monitoring stations. The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. There are no nearby stations to the project that monitor the full spectrum of pollutants. Therefore, air quality data is referenced from the Anaheim and La Habra air monitoring stations that are the closest air monitoring stations to the project and monitor regional pollutants such as ozone, carbon monoxide, nitrogen dioxide, and PM-2.5 micron dust particulates. Table 2 summarizes the last five years of monitoring data for the major air pollutants from this air monitoring station.

**Table 2
Air Quality Monitoring Summary (2013-2017)**

Pollutant/Standard	2013	2014	2015	2016	2017
Ozone					
1-Hour > 0.09 ppm (S)	2	5	4	3	5
8-Hour > 0.07 ppm (S)	2	6	7	6	12
8- Hour > 0.075 ppm (F)	1	2	2	2	8
Max. 1-Hour Conc. (ppm)	0.104	0.119	0.103	0.103	0.113
Max. 8-Hour Conc. (ppm)	0.078	0.088	0.082	0.078	0.086
Carbon Monoxide					
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)	2.2	2.1	1.6	1.5	1.7
Nitrogen Dioxide					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.085	0.084	0.058	0.060	0.076
Inhalable Particulates (PM-10)					
24-Hour > 50 µg/m ³ (S)	1/59	2/364	11/364	3/353	17/332
24-Hour > 150 µg/m ³ (F)	0/59	0/364	0/364	0/353	0/332
Max. 24-Hr. Conc. (µg/m ³)	77.	122.	66.	74.	128.
Ultra-Fine Particulates (PM-2.5)					
24-Hour > 35 µg/m ³ (F)	1/331	6/344	3/295	1/349	6/305
Max. 24-Hr. Conc. (µg/m ³)	37.8	56.2	45.8	44.4	53.9

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/

**Table 1
Ambient Air Quality Standards**

Ambient Air Quality Standards							
Pollutant	Averaging Time	California Standards ¹		National Standards ²			
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷	
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry	
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)			
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	20 µg/m ³		—			
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis	
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³			15 µg/m ³
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)	
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)			
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—			
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence	
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)			Same as Primary Standard
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)	
	3 Hour	—		—			0.5 ppm (1300 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹			—
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹			—
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption	
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²			Same as Primary Standard
	Rolling 3-Month Average	—		0.15 µg/m ³			
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards			
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography				
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence				
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography				

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primary and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

The following conclusions can be made from the air emission data in Table 2:

Existing and probable future levels of air quality in La Mirada can be best inferred from ambient air quality measurements conducted by the South Coast Air Quality Management District (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 and PM-2.5 dust (particulates). Table 3 summarizes the last five years of monitoring data from a composite of these data resources. The following conclusions can be drawn from this data:

- a. Photochemical smog (ozone) levels occasionally exceed standards. The 8-hour state ozone standard, the 1 hour state standard as well as the 8-hour federal standard have been exceeded approximately one to two percent of all days in the past five years. Ozone data from 2014 shows some minor “back-sliding” from more than a decade of progress. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade
- b. Measurements of carbon monoxide have shown very low baseline levels in comparison to the most stringent one- and eight-hour standards.
- c. Respirable dust (PM-10) levels exceed the state standard on approximately two percent of measurement days, but the less stringent federal PM-10 standard has not been violated once for the same period. Year to year fluctuations of overall maximum 24-hour PM-10 levels seem to follow no discernable trend, though 2015 had the lowest maximum 24-hour concentration in recent history.
- d. A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Year 2013 showed the fewest violations in recent years. Both the frequency of violations of particulate standards, as well as high percentage of PM-2.5, are occasional air quality concerns in the project area. However, less than one percent of all days exceeded the current national 24-hour standard of 35 $\mu\text{g}/\text{m}^3$ from 2010-2014.

Although complete attainment of every clean air standard is not yet imminent, extrapolation of the steady improvement trend suggests that such attainment could occur within the reasonably near future.

Air Emission Thresholds

The SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD California Environmental Quality Act (CEQA) Handbook states that any project in the South Coast Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds shown in Table 3.

Table 3
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
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.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- A project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- A project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project’s build-out year.
- A project could generate vehicle trips that cause a CO hot spot.

Short-Term Construction Impacts

Construction activities to develop the project would generate air emissions, toxic air contaminant emissions, and odors during construction. The project construction activities include the demolition of the existing parking lot and other site improvements, grade the site, construct the residential units, trench for underground utilities, pave the streets, paint the units, construct the block walls and construct other required site improvements.

CalEEMod was developed by the SCAQMD to provide a model to calculate construction emissions and operational emissions for a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. Although exhaust emissions would result from the operation of on- and off-site motorized equipment, the exact types and numbers of equipment would vary among contractors such that emissions cannot be quantified with certainty. Project construction emissions were estimated by using CalEEMod2016.3.2 computer model to identify the maximum daily emissions for each pollutant during project construction based on the type and number of pieces of construction equipment necessary to develop the project and the estimated time to construct the project. The estimated construction fleet to develop the project is shown in Table 4.

**Table 4
Construction Activity Equipment Fleet**

Phase Name and Duration	Equipment
Grading (6 days)	1 Grader
	1 Dozer
	2 Loader/Backhoes
Construction (220 days)	1 Crane
	1 Loader/Backhoe
	3 Welders
	1 Generator Set
	2 Forklifts
Paving (10 days)	1 Paver
	1 Mixer
	1 Paving Equipment
	1 Loader/Backhoe
	2 Rollers
Painting (10 days)	1 Air Compressor

Referencing the construction equipment fleet and durations shown in Table 4, the worst-case daily construction emissions were calculated by CalEEMod2016.3.2 and are shown in Table 5.

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

Maximal Construction Emissions	ROG	NOx	CO	SO₂	PM-10	PM-2.5
2020						
Unmitigated	36.7	21.4	17.8	0.0	7.7	4.3
Mitigated	36.7	21.4	17.8	0.0	3.7	2.3
2021						
Unmitigated	36.7	1.6	2.3	0.0	0.2	0.1
Mitigated	36.7	1.6	2.3	0.0	0.2	0.1
SCAQMD Thresholds	75	100	550	150	150	55

As shown in Table 5, peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for mitigation measures. The only mitigation measure that was included in the CalEEMod2016.3.2 air model program was watering exposed dirt surfaces three times a day to minimize the generation of fugitive dust during grading activities that are required by SCAQMD Rule 403.

Construction equipment exhaust emissions contain 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 diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe

and not over a relatively brief construction period due to the lack of health risk associated with a brief exposure.

Localized 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 a possible LST impact would be during project grading and construction and not the operation of the project. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility, which in this case the existing residents adjacent to the project are considered sensitive receptors

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 from a project 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 the proposed project the nearest sensitive receptors are the residences adjacent to and south and west of the project and therefore, 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 various size sites and varying distances. For this project, the most stringent thresholds for a 1-acre site were applied. Table 6 shows the estimated LST emissions and thresholds.

**Table 6
LST and Project Emissions (pounds/day)**

LST 1.0 acre/25 meters Southeast LA County	CO	NOx	PM-10	PM-2.5
LST Threshold	571	80	4	3
Max On-Site Emissions				
Unmitigated	18	21	8	4
Mitigated	18	21	4	2

The project LSTs were compared to the maximum daily construction activities. As shown in Table 6, project construction emissions would be less than the LST construction thresholds with active dust suppression mitigation as recommended below to minimize PM-2.5 dust emissions during project grading and construction:

Mitigation Measure No. 1 The project contractor shall implement the following dust control measure throughout project demolition, grading and construction:

- Water exposed surfaces at least three times/day during grading activities.

Long-Term Operational Emissions

Operational emissions were calculated using CalEEMod2016.3.2. In addition to mobile source emissions from motor vehicles, residential development generates smaller amounts of “area source” air emissions that are generated from on-site energy consumption and off-site electrical generation. These energy emission sources represent a minimal percentage of the total project NOx and CO emissions along with a few percent of other emissions. The inclusion of such emissions adds negligibly to the total project emissions as shown in Table 7.

**Table 7
Daily Operational Impacts**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
Area	16.0	1.2	33.1	0.1	4.3	4.3
Energy	0.0	0.2	0.1	0.0	0.0	0.0
Mobile	0.8	4.0	11.1	0.0	3.0	0.8
Total	16.8	5.4	44.4	0.1	7.3	5.1
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

As shown in Table 7, the project would not generate any operational air emissions that exceed their respective SCAQMD significance threshold. Therefore, the operational emissions of the project are less than significant.

The residences north and east of the project are all considered sensitive land uses. Because the project would not generate any air emissions that exceed adopted emission thresholds, the adjacent residents would not be exposed to substantial pollutant concentrations. Therefore, the project would not significantly impact any sensitive receptors.

- d) **Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? No Impact.** The proposed residential project, like other similar multi-family residential projects in the City of La Mirada, would not generate any odors and impact existing adjacent residents or the Coastal church and private school adjacent to and north of the project. The project would not generate any objectionable odors that would impact any area sensitive receptors.

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 Wildlife or the U.S. Fish and Wildlife Service? Less Than Significant Impact.** A former residence on the site was demolished in December 2015 and the site is vacant except for the existing introduced urban landscaping that includes shrubs and trees on the eastern third of the site. There are no known wildlife species on the site other than local urban type wildlife. None of the existing landscaping is a candidate for a sensitive

or special status species because they are all introduced non-native urban landscape species. The project would not significantly impact wildlife or wildlife habitat.

- b) ***Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? No Impact.*** The site was disturbed in the past with the development of the previous residential dwelling unit that was demolished in December 2015. There is no riparian habitat or other natural communities either on or adjacent to the site. The project would not impact any riparian or other natural communities.
- c) ***Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? No Impact.*** Please see section “IV.b” above.
- 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 project is located in an urbanized area and there is no habitat on the site that serves or could serve as a migratory wildlife corridor. The project would not impact or impede any wildlife corridors or migratory wildlife species.
- e) ***Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? No Impact.*** There are six conifers in the eastern portion of the site and rest of the vegetation consists of introduced urban shrubs and bushes. The City does not have a local policy or ordinance that prohibits the removal of the existing trees and vegetation on the site. The project would not impact any local policies that protect biological resources, including trees.
- f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? No Impact.*** The City of La Mirada is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project would not conflict with or impact a conservations plan.

V. CULTURAL RESOURCES: Would the project:

- a) ***Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? No Impact.*** The site is vacant and there are no buildings on the property. The former residential dwelling that existing on the site was demolished in December 2015. Therefore, the project would not impact any 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 was disturbed in the past with the construction of the former residential unit on the property that was demolished in December 2015. There are no known archaeological resources in La Mirada. Therefore, it is unlikely that any archaeological resources would be uncovered during project construction. The project would not have any archaeological resource impacts.
- c) ***Disturb any human remains, including those interred outside of formal cemeteries? No Impact.*** The project site has not been used as a cemetery in the past. In addition, the site is not known to have been used for any activities that have resulted in human remains being present on the property. In the unlikely event that human remains are found during construction, those remains would require proper

treatment, in accordance with applicable laws. State of California Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.” If human remains are found during excavation, the excavation must stop in the vicinity of the find and in any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard would be considered less than significant.

Compliance with Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98, related to protection of human remains would reduce potential impacts associated with future development project proposals to a less than significant level.

VI. ENERGY: Would the project:

- a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? Less Than Significant Impact.*** Information found in this section, as well as other aspects of the project’s energy implications, are discussed in greater detail elsewhere in this MND, including section VIII (Greenhouse Gas Emissions) and section XVII (Transportation) of this MND.

Construction-Related Energy Consumption

Heavy-duty construction equipment associated with demolition, grading, the construction of utilities, paving, and building construction would include, excavators, graders, tractors/loaders/backhoes, dozers, scrapers, air compressors, cranes, forklifts, generators, pumps, welders, rollers, trenchers and pavers. The majority of the equipment would likely be diesel-fueled; however, smaller equipment, such as air compressors and forklifts may be electric, gas, or natural gas-fueled. For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled, due to the speculative nature of specifying the amounts and types of non-diesel equipment that might be used, and the difficulties in calculating the energy, which would be consumed by this non-diesel equipment.

The number of construction workers required to construct the project would vary based on the phase of construction and the activity taking place. The transportation fuel required by construction workers to travel to and from the site would depend on the total number of worker trips estimated for the duration of construction activity. A 2007 study by the California Department of Transportation (Caltrans) estimates the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in the year 2020 is 18.78 miles per gallon.⁴ Assuming construction worker vehicles have an average fuel economy consistent with the Caltrans study and each construction worker commutes an average of 20 miles a day to and from the site, assuming 25 workers on-site during each phase of project construction is estimated to consume approximately 27 gallons of gasoline a day. Assuming all 25 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 173 barrels (6,922 gallons) of gasoline and represents

⁴ 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).

less than 0.0005 percent of the statewide transportation gasoline consumption in 2017, which is the latest year that data is available.⁵

Construction equipment fuels (e.g., diesel, gasoline, natural gas) would be provided by local or regional suppliers and vendors. Electricity would be supplied by the local utility provider (e.g., Southern California Edison) via existing connections. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local provider (e.g., Suburban Water District).

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Thus, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TACs). Compliance with the above anti-idling and emissions regulations would result in a more efficient use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy.

With respect to solid waste, CALGreen requires 65% of most construction and demolition waste be diverted from a landfill. The project would generate various types of debris during project demolition and construction. Concrete and asphalt that is removed from the site during demolition can either be ground and reused on the site as base material for driveways or sold to a recycler.

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 would be recycled and the non-recyclable material hauled to one of the three existing 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 would recycle the solid waste generated by the project. The project is not anticipated to have a significant solid waste impact on the capacity of the landfills that would serve the project.

Anticipated Energy Consumption

The daily operation of the project would generate a demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site, and solid waste requiring off-site disposal. Southern California Edison is the electrical purveyor in the City of La Mirada and would provide electricity to the project. The Southern California Gas Company is the natural gas purveyor in the City of La Mirada and would provide natural gas to the project.

⁵California 2017 Transportation gasoline consumption – 366,820 barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

Energy Conservation: Regulatory Compliance

The California Energy Commission (CEC) first adopted the Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Part 11 of the Title 24 Building Standards Code is referred to as CALGreen. The purpose of CALGreen is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental quality.”⁶ As of January 1, 2011, CALGreen is mandatory for the construction of all new buildings in the state. CALGreen establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design and overall environmental quality.⁷ CALGreen was most recently updated in 2016 to include new mandatory measures for residential as well as nonresidential uses; the new measures took effect on January 1, 2017.⁸ The project would be required by the City to comply with the applicable provisions of Title 24 and CALGreen.

With respect to solid waste, the project is required to comply with applicable regulations, including those pertaining to waste reduction and recycling as required by the City of La Mirada Source Reduction and Recycling Element and the State of California. Waste haulers serving the project would divert project-generated municipal waste in accordance with applicable city ordinances.

Energy Conservation: Project Design Features

The project would be designed to include green building, energy saving, and water saving measures and other sustainability features. Consistent with the CALGreen, the project would be required to meet and comply with the residential mandatory measures that include water efficiency and conservation, material conservation and resource efficiency, environmental quality, etc. As such, the project would be designed to reduce wasteful, inefficient, and unnecessary consumption of energy.

Estimated Energy Consumption

The long-term operation of the project would result in transportation energy use primarily for residents that commute to and from their place of employment. Transportation fuels, primarily gasoline, would be provided by local or regional suppliers and vendors. As discussed previously, in 2017, California consumed a total of 366,820 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,404,186 barrels by the transportation sector.⁹ Project-related vehicles would require a fraction of a percent of the total state’s transportation fuel consumption. A 2008 study by Caltrans determined that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2020 would be 18.78 miles per gallon.¹⁰

The project’s estimated passenger vehicle miles traveled (VMT) is estimated to be 3,574,956 miles per year.¹¹ With an average fuel economy of 18.78 miles per gallon, the project residents would consume

⁶ California Building Standards Commission, 2016 California Green Building Standards Code, (2016).

⁷ Ibid.

⁸ Ibid.

⁹ U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2017, https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.

¹⁰ California Department of Transportation, 2008 California Motor Vehicle Stock, Travel and Fuel Forecast (June 2009).

¹¹ 4,664 VMT/day times 365 days times 2.1 drivers/dwelling unit = 3,574,956 miles/year.

approximately 190,359 gallons (4,759 barrels) of fuel a year associated with passenger cars. The project would consume less than 0.013% of the statewide annual gasoline consumption.

Alternative-Fueled Vehicles

Alternative-fueled, electric, and hybrid vehicles could be used by some project residents. The use of these types of alternative fueled vehicles would reduce the overall consumption of gasoline by the project. The effect is anticipated to be minimal in today's current vehicle market due to the relatively few number of alternative vehicles that are in use. According to the Los Angeles Times, alternative-fueled vehicles make up approximately 2.3% of all vehicles registered in California.¹² The above transportation fuel estimates for the project do not account for alternative-fueled, electric, and hybrid vehicles, which are more energy efficient vehicles. Thus, the assessment is a conservative estimate of transportation fuel consumption. The project would not have any wasteful, inefficient or unnecessary consumption of energy resources during either project construction or the life of the project because the project would be required to comply with all applicable state energy conservation measures.

- b) ***Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? Less Than Significant Impact.*** The project would be required by the City to comply with all applicable CALGreen and Title 24 state energy requirements to minimize energy consumption. Therefore, the project would not conflict with or obstruct a state or local energy plan. The project would not significantly impact an energy plan.

VII. GEOLOGY AND SOILS: Would the project:

- a) ***Director or indirectly cause 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 report¹³ was prepared for the project. A copy of the report is included in Appendix B of this MND.

The project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to pass directly beneath the site. The Whittier Fault is the closest active surface fault to the site and located approximately 5 miles northeast of the site. The potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low.

While there are faults in the region that could generate moderate to significant ground shaking at the site, the incorporation of the recommendations in the soils report regarding design and the construction of the townhomes in compliance with the 2016 California Building Codes (CBC) and other site improvements would reduce potential fault impacts to less than significant.

¹² Los Angeles Times, Electric, hybrid car sales up, California auto emissions down, May 22, 2014, <http://www.latimes.com/business/autos/la-fi-hy-electric-vehicle-sales-up-auto-emissions-down-20140521-story.html>. Accessed August 2014.

¹³ Geotechnical Due-Diligence Investigation and Percolation Study, Proposed Residential Development, 13811 Valley View Avenue, La Mirada, CA, Albus-Keefe & Associates, February 2, 2018.

- ii. **Strong seismic ground shaking? Less Than Significant Impact.** Because the project site is located in Southern California and a seismically active area, there is the potential for strong ground motion at the site. As with all projects in the City of La Mirada, the design and construction of the townhomes and all site improvement must comply with the current CBC and would reduce potential strong ground shaking impacts to less than significant.
- iii. **Seismic-related ground failure, including liquefaction? Less Than Significant Impact.** Liquefaction is a phenomenon when loose, saturated, relatively cohesionless soil deposits lose their shear strength during strong ground motions. The primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The State of California Seismic Hazard Zone Map for the Whittier Quadrangle (CDMG, 1999) and the City of La Mirada General Plan (City of La Mirada, 2003) indicate the southwestern portion of the site is located within an area identified as having a potential for liquefaction. However, the site is not located with a mapped liquefaction hazard zone by the California Geologic Survey. Although the site is mapped with a historical high groundwater level of approximately 15 feet, research of groundwater data from existing wells in the vicinity of the site indicate groundwater levels on excess of 60 feet. Therefore, the potential for liquefaction at the site is very low. The site is also underlain by Pleistocene aged soils that are not considered susceptible to liquefaction.¹⁴

- iv. **Landslides? No Impact.** The project site and the developed land adjacent to and surrounding the site are relatively level. There are no hills, slopes or other topographic relief features either on or adjacent to the site that would impact the project by a landslide. The City of La Mirada (2003) and the County of Los Angeles (Leighton, 1990) indicate the site is not within an area identified as having a potential for slope instability. Additionally, the site is not within an area identified as having a potential for seismic slope instability (CDMG, 1999). There are no known landslides near the site, nor is the site in the path of any known or potential landslides. The project would not generate or be impacted by a landslide.
- b) **Result in substantial soil erosion or loss of topsoil? Less Than Significant Impact.** The City would require the grading and construction contractor to install and maintain all applicable City required short-term construction soil erosion control measures to reduce and minimize soil erosion impacts throughout project grading and construction. The contractor would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to identify all Best Management Practices (BMPs) that would be incorporated into the project prior to the start of grading and maintained to completion of all construction activities to reduce and minimize soil erosion. The City has standard soil erosion protection measures that the contractor would be required to install and maintain throughout grading and construction to minimize off-site soil erosion. The requirement by the City for the contractor to incorporate all applicable mandated soil erosion control measures into project construction would minimize and reduce potential soil erosion impacts to 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? Less Than Significant Impact.** Based on the geotechnical report there are

¹⁴ Geotechnical Due-Diligence Investigation and Percolation Study, Proposed Residential Development, 13811 Valley View Avenue, La Mirada, CA, Albus-Keefe & Associates, February 2, 2018, page 8.

no known unstable geologic or soil conditions either on or adjacent to the site that would impact the project as proposed.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? Less Than Significant Impact.*** Based on laboratory tests, the near-surface soils within the site are generally anticipated to possess a low expansion potential. Additional testing for soil expansion may be required subsequent to rough grading and prior to construction of foundations and other concrete work to confirm these conditions.¹⁵ The project would not be significantly impacted by expansive soil.
- 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 former residence on the site was served by an existing underground public sewer line on the site that extended to a public sewer line in Valley View Avenue adjacent to and east of the site. The project proposes to connect to the existing sewer line in Valley View Avenue as required by the City. The City would not allow the project to use individual septic tanks for wastewater disposal. The project would not have any septic tank or alternative wastewater disposal impacts.
- f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Less Than Significant Impact.*** The La Mirada General Plan does not identify the presence of any paleontological resources in La Mirada. The site was disturbed previously to construct the existing building and other site improvements on the project site. Because the site is disturbed and paleontological resources are not known to exist in La Mirada, it is unlikely that paleontological resources would be uncovered during project construction. The geotechnical report did not identify any unique geologic features on the site that would potentially be impacted by the project. The project would not have any significant paleontological resource or geologic feature impacts.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:

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

In response to the requirements of SB 97, the State Resources Agency developed guidelines for the treatment of GHG emissions under the California Environmental Quality Act (CEQA) Guidelines (Guidelines). These new guidelines became state laws as part of Title 14 of the California Code of

¹⁵ Geotechnical Due-Diligence Investigation and Percolation Study, Proposed Residential Development, 13811 Valley View Avenue, La Mirada, CA, Albus-Keefe & Associates, February 2, 2018, page 9.

Regulations in March, 2010. Based on the Guidelines, a project would have a potentially significant impact if it:

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

Section 15064.4 of the Guidelines specifies how significance of GHG emissions is to be evaluated. Emissions may be quantitative, qualitative or based on performance standards. The 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, which was used for this project.

In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions that recommended a threshold of 3,000 Metric Tons (MT) CO₂e for all land use projects. The 3,000 MT/year recommendation has been used as a guideline for the GHG analysis for this project. 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

For the GHG analysis, the project is assumed to be constructed within one year. During project construction, the CalEEMod2016.2.2 computer model predicts that the construction activities would generate the annual CO₂e emissions shown in Table 8.

**Table 8
Construction Emissions (Metric Tons CO₂e)**

	CO₂e
Year 2020	349.7
Year 2021	1.3
Total	351.0
Amortized	11.7

The SCAQMD policy is to amortize construction GHG emissions over a 30-year lifetime. As shown in Table 8, the amortized construction emission level is 11.7 metric tons CO₂e and less than the threshold of 3,000 Metric Tons (MT) CO₂e per year. The GHG impacts from project construction are less than significant.

Project Operational GHG Emissions

The total operational and annualized construction emissions for the project are shown in Table 9. As shown, the total project GHG emissions are below the SCAQMD recommended significance threshold of 3,000 MT CO₂e. The operations of the project would not result in the generation of a significant level of greenhouse gases.

**Table 9
Proposed Operational Emissions**

Consumption Source	
Area Sources	18.9
Energy Utilization	147.6
Mobile Source	609.9
Solid Waste Generation	12.9
Water Consumption	28.3
Construction	11.7
Total	829.3
Guideline Threshold	3,000
Exceeds Threshold?	No

Consistency with GHG Plans, Programs and Policies

The City of La Mirada does not have an adopted Greenhouse Gas Reduction Plan. Therefore, the applicable GHG planning document is AB-32. As discussed above and shown in Table 9 above, the project is estimated to generate approximately 829.3 MTCO₂e per year, which is below the SCAQMD threshold of 3,000 MT CO₂e per year for all land use types. The project complies with the reduction goals of AB-32. The project would not have any significant GHG impact.

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? No Impact.** As discussed in section “VIII.a” above, the project would not have a significant increase in either construction or operational GHG emissions. As a result, the project generated GHG emissions are below the recommended SCAQMD threshold of 3,000 MT CO₂e a year. The project would not impact and conflict with any applicable plan, policy, or regulations to reduce GHG emissions.

IX. 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? Less Than Significant Impact.** A Phase I¹⁶ Environmental Site Assessment (ESA) was prepared for the site. The Phase I ESA is included in Appendix C of this MND.

The residential project does not propose and would not involve the transport, use, or disposal of hazardous materials. The only hazardous materials that would be transported and stored on the site includes the 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 would be the responsibility of the contractor to use and store all hazardous materials in compliance with applicable Federal, state, and local laws and regulations during project construction. The project residents would use standard household cleaning materials to clean and maintain their residences. Herbicides and pesticides may be used by the Home Owners Association to maintain project landscaping. The transportation, use and storage of these types of hazardous materials in compliance with all applicable Federal, State, and local regulations would reduce the potential for significant impacts to less than

¹⁶ Phase I Environmental Assessment, 13811 Valley View Avenue, La Mirada, CA, Stantec Consulting Services, December 21, 2017.

significant. The project would not have any significant impacts associated with the transportation, use or storage of hazardous materials.

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

Based on historical data the project site was vacant until circa 1963 when a residential structure and garage were built on the central portion of the site. The residence and garage were demolished in December 2015.

There is no evidence or historical data that the site has been used in the past for any agricultural use. Therefore, there is no potential for any hazards associated with agricultural activities on the site.

There are no uses or activities associated with the long-term use of the site for residential development that would create or release hazardous materials into the environment. The project would not have any significant hazardous material impacts.

- 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.** There are no existing or planned public or private schools within one-quarter mile of the project. The closest schools to the project include Foster Road Elementary School that is approximately ½ mile southwest of the project, Saint Paul of the Cross private school located adjacent to and east of Foster Road Elementary School and approximately ½ mile southwest of the project, Garden Hill Elementary School approximately ¾ mile southeast of the site and Los Altos Elementary School located approximately ½ mile north of the site. There are no other existing or planned schools within a quarter mile of the project. The proposed residential use would not emit or generate any hazardous emissions or handle hazardous materials that could significantly impact any existing or proposed schools within one-quarter mile of the project. The project would not have any 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, would it 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. The project would not have a hazardous impact to the public or environment per Government Code Section 65962.5.
- 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, would the project result in a safety hazard or excessive noise for people working or residing in the project area? No Impact.** The closest airport to the project is the Fullerton Municipal Airport that is approximately 4 miles southeast of the project. The site is not located within the boundary of the Fullerton Municipal Airport land use plan. The operations at the Fullerton Municipal Airport would not have any safety or noise impacts to the project residents.
- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Less Than Significant Impact.** All of the proposed project improvements are located on private property. The project would not interfere with or impact any designated evacuation routes in La Mirada. The project driveway at Valley View Avenue would be required to meet City designation standards and would not impact the use of Valley View Avenue as an

emergency evacuation route. The project would not significantly impact any emergency evacuation routes in the City.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? No Impact.** There are no designated wildland fire areas in La Mirada. See section XX Wildfire for further wildland fire analysis. The project would not be exposed to or be impacted by a wildland fire.

X. HYDROLOGY AND WATER QUALITY: Would the project:

- a) **Violate any water quality standards or waste discharge requirements? Less Than Significant Impact.** A hydrology study¹⁷ was prepared for the project and a copy is included in Appendix D of this MND.

During project grading and construction, silt could be generated from the site, especially if construction occurs during the winter months from October to April when rainfall typically occurs. The City would 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, Los Angeles County MS4 Permit Order No. R4-2012-0175 and National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS004001 (Permit). The SWPPP would 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 would be discharged from the site during all construction activity. The SWPPP would 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 would 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 would reduce potential water quality impacts to less than significant.

The project developer must comply with the Los Angeles Regional Water Quality Control Board (Los Angeles Water Board) requirements of a Municipal Separate Storm Sewer (MS4) Plan (MS4 Permit Order No. R4-2101-0175). A MS4 plan would identify, at a minimum, the details to implement the Best Management Practices (BMPs) that would reduce the project's Stormwater Quality Design Volume (SWQDv) defined as the runoff from the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th Percentile Precipitation Isohyetal Map (<http://dpw.lacounty.gov/wrd/hydrologygjs/>). The Los Angeles County MS4 Permit requires the implementation of low impact development (LID) BMPs in addition to site design and source control measures. LID BMPs are engineered facilities that are designed to retain or biotreat runoff on the project site. All designated projects must detain the water quality volume on-site through infiltration, evapotranspiration, storm water runoff harvest and use, or a combination thereof unless it is demonstrated that it is technically infeasible to do so.¹⁸

The project proposes to install a 6-foot diameter underground storage tank within the eastern section of the proposed on-site drive aisle near Valley View Avenue. The proposed storage tank has a stormwater storage capacity of 5,204 cubic feet. An underground drywell with a storage volume of 336 cubic feet is proposed to be installed in the project drive aisle adjacent to and east of the underground

¹⁷ Hydrology Study, TR No. 82127, Valley View, 13811 Valley View Avenue, La Mirada, CA, B&E Engineers, May 2019.

¹⁸ https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/la_ms4/2015/SWRCB_wqo2015_0075.pdf

stormwater storage tank to allow low flow stormwater to percolate into the on-site soils. The underground storage tank and the dry well have a storage capacity of 5,540 cubic feet whereas the estimated 24-hour runoff volume of the site once developed is 5,204 cubic feet. Therefore, the proposed underground storage tank and dry well have a capacity greater than the 24-hour runoff generated from the site once developed. For larger frequency storms, the project proposes to install a diversion weir within an existing upstream catch basin in Valley View Avenue to divert larger frequency flows from the site to a proposed parkway drain in Valley View Avenue. The capacity of the proposed stormwater collection and infiltration system is based on the Los Angeles County 85th percentile, 24-hour storm event conditions. The installation of and the regular maintenance of the required SWPPP and the proposed on-site infiltration system would reduce storm water runoff pollutants generated from the project site during both project construction and the life of the project to less than significant.

The project developer would 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 would be used on-site to control project generated pollutants from entering the storm water runoff generated from the site. The SUSMP includes measures that would 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 would 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 decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Less Than Significant Impact.*** The project would be required by SCAQMD Rule 403 to reduce particulate dust during any man-made condition. In this case Rule 403 would require the project developer to control fugitive dust during active operations, including grading and construction. Typically water is primarily used for dust suppression during project grading and construction. The amount of water that would be required to control dust during grading and construction would be minimal and would not significantly impact existing groundwater supplies due to the relatively small size of the project, which is approximately 2.32 acres.

The project site currently generates approximately 5.1 cubic feet per second (cfs) of surface water runoff during a 25-year frequency storm event. Because the project site is largely permeable (85%), most of the surface water percolates into the on-site soils. The stormwater that does not percolate into the site flows off-site to Valley View Avenue. The project is estimated to generate approximately 4.58 cfs of runoff during a 25-year frequency storm event and collected in the proposed six foot diameter underground storage tank and infiltrated into the on-site soil via an on-site dry well. The project would reduce the amount of stormwater generated from the site for a 25-year storm event by approximately 0.52 cfs. Excess project generated storm water that exceeds the capacity of the underground storage tank and dry well would be discharged to the existing storm drain system in Valley View Avenue adjacent to the site. The project would decrease the amount of surface water runoff currently generated from the site by approximately 0.52 cfs and increase the amount of stormwater that currently percolates into the soil to recharge of the local groundwater.

The City receives its water supply from Suburban Water Systems who has three sources for its water supply, including groundwater from Main Basin and Central Basin, imported water from Upper San Gabriel Valley Municipal Water District, Central Basin Municipal Water District and Three Valleys

Municipal Water District and purchased water from various agencies.¹⁹ Suburban Water Systems has an adequate capacity to meet the water supply needs of the project for potable water for drinking, landscape irrigation and fire flow. As discussed above, the project would increase the amount of stormwater that percolates into the soil to recharge the locale groundwater compared to the existing condition. Thus, the project would not deplete groundwater supplies or cause a drop in production rates of wells. The project would 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 or through the addition of impervious surfaces, in a manner, which would:***

- i. ***Result in substantial erosion or siltation on or off site? Less Than Significant Impact.*** The site is relatively level with approximately 6 feet of elevation difference from its most extreme points. Runoff from approximately 1.32 acres of the west portion area of the site drains to the west and runoff from approximately 1.0 acres of the east portion of the site drains east to Valley View Avenue.

The project proposes to collect and direct all on-site runoff to the east. As a result, the existing surface water on the site that drains to the west would be redirected to the east of the site to an underground storage tank and dry well. The proposed on-site storm drain collection system would adequately control the post-development runoff without causing substantial erosion or siltation either on or off the site. The project would not have significant erosion or siltation impacts either on or off the site.

- ii. ***Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site? No Impact.*** As discussed in section “X.b” above, the project would reduce the amount of runoff that is currently generated from the site by approximately 0.52 cfs. Therefore, the project would reduce the amount of stormwater that is currently discharged from the site. The project would not have any on- or off-site flooding impacts.

- iii. ***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? No Impact.*** Based on hydrologic analysis, the storm water runoff by the project for a 25-year storm event would decrease by 0.52cfs compared to the existing condition. Therefore, the project would increase the capacity of the off-site stormwater drainage facilities by generating less runoff from the site than the current condition. The existing storm drain system in Valley View Avenue and the downstream storm water collection system have adequate capacity to serve the project under existing conditions and with a reduction in off-site surface water discharge by the project. Therefore, the project would have a positive impact to the existing stormdrain system that serve the site by incrementally increasing its stormwater capacity. The project would not have any impact to the existing stormdrain system that serve the site.

The project would be required 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 would not provide sources of polluted runoff. As discussed in section “X.a” above, the project would have to meet and comply with the MS4 permit requirements of the Los Angeles Water Board to remove and prevent most project generated pollutants from being discharge from the site. The installation and required routine maintenance of the proposed underground stormdrain collection

¹⁹ Draft 2015 Urban Water Management Plan, June 15, 2016, page 33.

and infiltration system in compliance with the MS4 permit would reduce and filter most project runoff pollutants. As a result, the project would not significantly impact surface water quality.

iv. **Impede or redirect flood flows? Less Than Significant Impact.** Please see section “X.c.ii.” above.

d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. No Impact.** According to the Federal Emergency Management Agency, the project site is located in Zone X.²⁰ 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 that is approximately one mile east of the project and the flood control channel located approximately 1,000 feet north of the project. The project is more than twelve miles northeast from the Pacific Ocean and approximately 110 feet above mean sea level. Therefore, the project would not place residential units in a 100-year flood hazard or an area that would be impacted by a tsunami. The project site and the area immediately surrounding the site are generally flat and there are no water bodies or water tanks adjacent to or in close proximity to the site that would impact the project due to a seiche. Because the project would not be impacted by a flood, tsunami or seiche, the project would not be impacted by a release of pollutants associated with a flood, tsunami or seiche.

e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Less Than Significant Impact.** The project developer has prepared a Hydrology Study for the project as shown in Appendix D of this MND. The City would require the project developer to install and implement all proposed water quality collection and surface water runoff treatment measures listed in the Hydrology Study. As a result, the project would not conflict with or obstruct water quality control measures mandated by the state.

Suburban Water Systems would provide potable water to the project. Suburban Water Systems prepared an Urban Water Management Plan (UWMP)²¹ The purpose of the UWMP is to provide the public, stakeholders, and Suburban Water Systems with an updated status and plan for the Suburban Water System including:

- Water deliveries and uses
- Water supply sources
- Efficient water uses
- Demand management measures
- Water shortage contingency planning

In this case, the UWMP provides water supply planning over the next 25 years to the year 2040 in five-year increments and identifies water supplies needs to meet existing and future demands. Suburban Water System relies on three sources for its water supply, including groundwater from Main Basin and Central Basin, imported water from Upper San Gabriel Valley Municipal Water District, Central Basin Municipal Water District and Three Valleys Municipal Water District and purchased water from various agencies.²² The future water demand for the city based on land use type, including single-family, commercial, institutional, industrial, etc. The UWMP also analyzed its future water supply based on the reliability of its existing sources of water including groundwater, water districts, recycling, etc. The

²⁰

<https://msc.fema.gov/portal/search?AddressQuery=12841%20Valley%20View%20Avenue%20La%20Mirada%2C%20CA%2090638#searchresultsanchor>

²¹ Suburban Water Systems Draft 2015 Urban Water Management Plan, June 15, 2016.

²² Draft 2015 Urban Water Management Plan, June 15, 2016, page 33.

UWMP states that based on projected water supply and demands over the next 25 years, Suburban has supply capabilities that would be sufficient to meet expected demands through 2040 under single-dry-year and multiple-dry year conditions.²³ Therefore, the project would not significantly impact the UWMP and the City's future sources of water supply.

XI. LAND USE AND PLANNING: Would the project:

- a) ***Physically divide an established community? No Impact.*** The project is proposed for an infill site and surrounded by established single-family detached residential homes to the north and east and industrial development to the south and west. The project would not physically divide the existing established residential and industrial community adjacent to and surrounding the site.
- b) ***Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.*** The land use designation for the site is Industrial and the zoning is Industrial (M-2). The project requires a general plan amendment to High Density Residential and a zone change to Planned Unit Development (PUD) to be developed as proposed. The project site is located in the Special Housing Overlay (SHO) zoning district and would remain with the project.

The requested general plan amendment to High Density Residential would allow the development of the proposed 56 townhomes on the 2.33-acre site at a density of 24 du/ac. The High Density Residential land use designation allows the development of up to 28 du/ac. At the proposed 24 du/ac, the project is consistent with the requested general plan amendment from Industrial to High Density Residential.

The project is requesting a zone change from Industrial to PUD. The zone change to PUD would eliminate the potential to develop industrial use on the site and allow the project to be consistent with the zoning. Based on La Mirada Municipal Code 21.26.010 District purpose, "the planned unit development (PUD) zoning district is established to provide opportunity for creative development which does not adhere to uniform standards, but is flexible and provides a mix of compatible uses." The permitted uses in a PUD zone per La Mirada Municipal Code 21.26.030 Permitted land uses states, "Each PUD document shall identify permitted and prohibited uses consistent with the goals, policies, and underlying land use designation of the general plan. No change from the approved list of uses shall be permitted unless the PUD is amended pursuant to the provisions of Chapter 21.120 Zoning Ordinance Text/Map Amendment." The development standards in the PUD zone as defined by La Mirada Municipal Code 21.26.040 Development standards states, "Each PUD document shall identify the development standards applicable to all lots and structures within the PUD district. Any change to those standards shall be required to comply with Chapters 21.102, 21.108 and 21.120."

As allowed by La Mirada Municipal Code 21.26.040 Development Standards, the development standards proposed for the project, including setbacks, density, building height, parking, open space, etc. comply with and meet the PUD Code.

The project would require a Certificate of Compatibility (CofC). Per Chapter 21.112 Certificate of Compatibility of the Municipal 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 would allow the Planning Commission to assess the site and architectural adequacy of the proposed new residential units. Thus, the project would require CofC approval from the Planning Commission and City Council.

²³ Ibid, page 57.

The project is also located in a Special Housing Overlay (SHO) district. Per Municipal Code 21.38.010, the purpose and applicability of the SHO is, “to provide additional opportunities for new housing in specific areas of the city where such development may be accommodated. This new higher density residential will assist the city in meeting its regional housing need. (Ord. 661 § 7 (part), 2012).

The 2006-2014 Housing Element identified nine specific areas of the city that could accommodate new residential or mixed use development. The project is located in Infill Area 8. This infill area is located in the western portion of the City, north of Rosecrans Avenue and west of Valley View Avenue. This area is occupied by a number of industrial businesses that intrude into an existing residential neighborhood located further north. This infill area consists of 21.0 acres of land area. The development density for this area will be 30 units per acre, yielding a potential development of 630 units. The underlying zoning is M-2. The development contemplated for this site will consist of multiple-family development exclusively.²⁴ The project proposes 56 multi-family dwelling units on 2.33 acres yielding a density of 24 dwelling units per acre and complies with the Housing Element for development in Infill Area 8.

Municipal Code 21.38.030 establishes minimum development standards for the nine infill areas in the city that are outside of the Imperial Highway Specific Plan. The development standards for infill area 8 are shown in Table 10. The proposed vesting tentative tract map meets the required development standards for multi-family development in Infill Area 8.

**Table 10
Infill Area 8 Development Standards**

Area 8	
Base Zone District	M-2
Front Yard Setback	10 feet
Street Side Setback	10 feet
Side Yard Setback	5 feet
Rear Yard Setback	10 feet
Height	45 feet
Coverage	50%
Maximum FAR	1.0 to 1.0
Min. Floor Step-Back	5 feet
Landscaping	20%
Residential Use	High Density
Max. No of Units	630 units
Max. Density (units per acre)	30 du/acre

²⁴ City of La Mirada Housing Element 2014-2021, page 47.

The requested general plan amendment, zone change and CofC would allow the proposed project to be consistent with the requested High Density Residential land use, establish development standards as allowed by the requested PUD zone and meet the CofC requirements of Chapter 21.112 of the Municipal Code. The project would also meet the development standards established by Municipal Code Municipal Code 21.38.030 for multi-family development in Infill Area 8. The project would not conflict with any City land use policies or regulations that govern the project with the approval of the general plan amendment, zone change and CofC. The project would not have any significant land use impacts.

XII. MINERAL RESOURCES: Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? No Impact.** The project site is located in Mineral Resource Zone 2 (MRZ-2) as designated by the State of California.²⁵ 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 project. The geotechnical report did not identify the presence of any mineral resources on the site. The project would not result in the loss of an important mineral resource and have no mineral resource impacts.
- 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.** As discussed above in section "XII.a", the La Mirada General Plan does not identify any important minerals in the city. The project would not result in the loss of any locally important mineral resources on the site.

XIII. NOISE: Would the project result in:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? Less Than Significant With Mitigation Incorporated.** A noise report²⁶ was prepared for the project and is included in Appendix E of this MND.

The project site is currently vacant. Because the site is vacant there is no noise generated from the site. Noise sources in the immediate project area impacting the project site includes traffic on Valley View Avenue adjacent to and east of the site, traffic on area streets in the project vicinity including Bora Drive to the north and De Alcala Drive to the east and activity at the light industrial development adjacent to and south of the site. The residential areas adjacent to and north of the site and east of Valley View Avenue do not generate noise levels that impact the site due to the low intensity of noise that is generated by residential development.

Noise Standards

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.

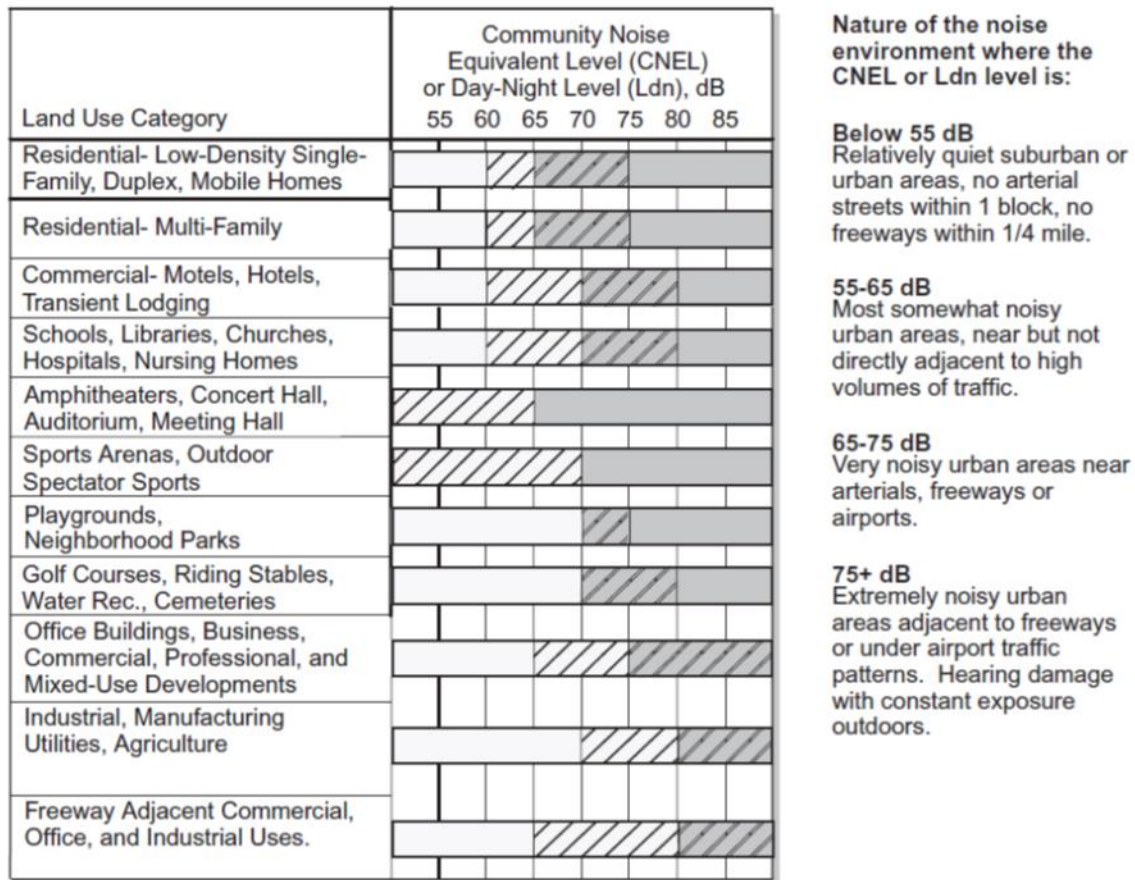
Figure 11 shows the noise compatibility guidelines for various land uses. These guidelines would apply in usable outdoor space such as patios, yards, spas, etc. The guidelines indicate that an exterior noise

²⁵ ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.

²⁶ Noise Impact Analysis, 13811 Valley View Avenue (APN 8059-028-049), Giroux & Associates, June 18, 2019.

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

**Figure 11
Noise Compatibility Guidelines – La Mirada General Plan**







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.

<p> Normally Acceptable</p> <p>Specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special</p>	<p> Conditionally Acceptable</p> <p>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</p>	<p> Normally Unacceptable</p> <p>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.</p>	<p> Clearly Unacceptable</p> <p>New construction or development should generally not be undertaken.</p>
---	--	--	---

acceptable”, and residential construction should only occur after a detailed analysis of 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) of the noise ordinance states that no construction activities making “unnecessary” noise shall occur earlier than 9:01 a.m. or later than 7:59 p.m. on Sunday, and no earlier than 7:01 a.m. or later than 7:59 p.m. on any other day.

Baseline Noise Levels

Baseline noise measurements were taken to document the existing noise levels on the site due to activities on the site and the immediate project vicinity. Short term (15-minute) noise measurements were conducted early afternoon on Friday, June 7, 2019 at four locations that are shown in Figure 12. The existing noise levels are shown in Table 11. The measured noise levels provide a basis to calculate the noise levels that project residents would be exposed to with the existing noise generating activities in the area.

**Table 11
Short-Term Measured Noise Levels (dBA)**

Start Time	Location	Leq	Lmax	Lmin
14:00	In front of site by sidewalk screening fence 50' to VV CL	68.6	77.7	46.2
14:20	Center of site 200' to VV CL	59.1	67.5	32.5
14:40	Bora Dr. by VV 80' to VV CL	69.2	84.6	52.1
15:00	West on Bora Dr. 25' to Bora CL	57.2	66.1	30.1

VV=Valley View
CL= centerline

**Figure 12
Noise Monitor Locations**



As shown, Meter 1 was located on the eastern site perimeter at the property line. The location of the noise meter at this location approximates the noise loading for the proposed residential units closest to Valley View Avenue. Noise monitoring experience shows that 24-hour weighted CNELs are typically 2-3 dB higher than mid-afternoon Leq noise readings. In this case, measured noise levels of 68.6 Leq equates to a CNEL noise range of 70-71 dBA.

Meter 2 was located in the interior of the site to approximate noise levels in the center of the project site and approximately 200 feet west of the centerline of Valley View Avenue. The measured Leq was 59.1 dBA which equates to a CNEL of less than 65 dBA.

Meter 3 was located on Bora Drive approximately 80 feet west of the centerline of Valley View Avenue and 25 feet from the centerline of Bora Drive. At this location the noise meter registered noise from both Valley View Avenue and motor vehicles on Bora Drive. The measured Leq was slightly higher than the noise levels at Meter 1 that only captured noise from traffic on Valley View Avenue.

Meter 4 was a short noise measurement to determine how noise levels decreased as one travels farther west from Valley View Avenue. As shown, the traffic noise at this location reduces quickly with an increase in distance as the noise shielding/attenuation from intervening structures.

Noise impacts are considered significant if they result in:

- a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generation of excessive groundborne vibration or groundborne noise levels.

- c. Excessive noise exposure for people residing or working in the project area if the is project is located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

STANDARDS OF SIGNIFICANCE

Noise impacts are considered significant if they expose persons to levels in excess of standards established in local general plans or noise ordinances. The exterior noise standard for the City of La Mirada residential use is 65 dBA CNEL in usable recreational space such as backyards, decks, patios, etc. If required, noise attenuation through setback and project perimeter barriers is anticipated to be used to reduce traffic noise to the 65 dBA CNEL goal. An inability to achieve this goal through the application of reasonable mitigation measures would be considered a significant impact.

Impacts may also be significant if they create either a substantial permanent noise level increase or a temporary noise level increase. The term "substantial" is not quantified in CEQA guidelines. In most environmental analyses, "substantial" means a level that is clearly perceptible to humans. In practice, this is at least a +3 dB increase. Some agencies, such as Caltrans, require substantial increases to be +10 dB or more if noise standards are not exceeded by the increase. For purposes of this analysis, a +3 dB increase is considered a substantial increase. The following noise impacts due to project-related traffic would be considered significant:

1. If construction activities were to audibly intrude into adjacent sensitive uses.
2. If project traffic noise were to cause an increase by a perceptible amount (+3 dB CNEL) or expose receivers to levels exceeding city compatibility noise standards.
3. If future build-out noise levels were to expose La Mirada sensitive receivers to levels exceeding compatibility standards of 65 dB CNEL exterior at any outdoor uses or 45 dB CNEL interior noise levels in any habitable space.

Sensitive Receptors

The closest noise sensitive land uses to the project site are the single-family residential units adjacent to and north of the site. The existing single-family residences north of the site are approximately ten feet lower in elevation than the project site. The project proposes 6-foot retaining wall along the north project boundary. For the three buildings in the middle of the site there is a 44-foot set-back from the retaining wall along the north project boundary to the residential units, including a two foot landscaped setback from the retaining wall, a 10'8" wide row of parallel parking spaces, a 26-foot wide drive aisle, a 2 foot wide landscape area and a four foot wide sidewalk. For the two buildings at the west and east end of the site the set-back from the north property line to the closest residential unit on the site is approximately 32'. These distances from the north property line does not include the rear yard set-back distance of the existing residences north of the site.

Temporary Noise Impacts

The existing noise levels on the site and the noise levels in the immediate vicinity of the site would increase temporarily during project construction. Short-term construction noise would be generated during demolition of the existing vegetation and other site improvements, grading and the construction of the residential units and other proposed site improvements. Noise would also be generated by construction workers commuting to the site, the delivery of materials and supplies to the site and the operation of on-site electrical construction equipment, etc.

Temporary construction noise impacts vary markedly due to the noise level range of the various types of construction equipment, its activity level and the distance from the equipment to the closest noise sensitive land use. Short-term construction noise impacts typically occur in discrete phases dominated by large, earth-moving equipment that would be used for site demolition and grading operations to construction and paving equipment that generates less noise.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq (Equivalent Continuous Sound Pressure Level) noise levels.

Table 12 identifies the highest (Lmax) noise levels that is typically associated with each type of construction equipment that would be used by the project and then adjusts the noise level for distance to the closest sensitive receptor to the project and the extent of the use of the equipment (usage factor), which is represented as Leq. The table is organized by construction activity and lists the equipment that is associated with each activity. Table 12 also shows the noise level for each individual piece of equipment at a reference 50-foot distance.

**Table 12
Construction Equipment Noise Levels**

Phase Name and Duration	Equipment	Usage Factor¹	Noise @ 50 feet (dB)²	Hourly Noise Level @ 50 feet (dB)
Demolition	Concrete Saw	20%	90	83
	Dozer	40%	85	82
	Loader/Backhoe	37%	78	74
Grading	Grader	40%	85	81
	Dozer	40%	85	82
	Loader/Backhoe	37%	78	74
Construction	Crane	16%	81	73
	Loader/Backhoe	37%	78	74
	Welders	46%	74	71
	Generator Set	50%	81	78
	Forklift	20%	75	69
Paving	Paver	50%	77	74
	Mixer	40%	79	75
	Paving Equipment	40%	76	72
	Loader/Backhoe	37%	78	74
	Roller	20%	80	74

Source: FHWA's Roadway Construction Noise Model, 2006

1. Estimates the fraction of time each piece of equipment is operating at full power during a construction operation
2. The Lmax values presented are the actual measured values summarized in the Roadway Noise Model User Guide (FHWA 2006) unless the actual is unavailable in which case the equipment specifications were used.

The closest sensitive land use to the project are the residential units north of the site. The existing wall along the north project boundary would be demolished and a new 6' retaining wall constructed in its place. Grading would occur along the north project boundary and the new 6' retaining wall would

reduce noise levels to the residents north of the site during construction activities. A -6 dBA noise reduction credit to the residents north of the site was provided for the proposed 6' retaining wall along the north project boundary. The exterior noise levels to the adjacent residents north of the site are shown in Table 13.

**Table 13
Maximum Construction Noise Equipment Levels at Off-Site Sensitive Uses (dBA Leq)**

Phase Name and Duration	Equipment	Adjusted for Distance Separation	Noise Reduction for Wall	Expected Maximum Noise Level at Off-Site Receivers
Demolition	Concrete Saw	83	-6	77
	Dozer	82	-6	76
	Loader/Backhoe	74	-6	68
Grading – at property line	Grader	97	-6	91
	Dozer	98	-6	92
	Loader/Backhoe	90	-6	84
Construction	Crane	79	-6	73
	Loader/Backhoe	80	-6	74
	Welders	77	-6	71
	Generator Set	84	-6	78
	Forklift	75	-6	69
Paving – at property line	Paver	90	-6	84
	Mixer	91	-6	85
	Paving Equipment	88	-6	82
	Loader/Backhoe	90	-6	84
	Roller	90	-6	84

The potential for construction-related noise to adversely affect nearby residential receptors would depend on the location and proximity of construction activities to the closest noise sensitive receptors. Most construction equipment would be operated at a greater distance from the adjacent residences than the worst-case examples shown in Table 13. Therefore, the exterior and interior noise levels would be less than shown in Table 13.

The interior noise levels of the residential units north of the site would be approximately 25-30 dBA lower than the noise levels shown in Table 13. Since the homes north of site are older and may not have dual paned windows, a 25 dBA reduction was applied to the estimated interior noise levels of the residences. Therefore, the project residents closest to and north of the project would experience interior noise levels of approximately 44-67 dBA during project construction. Except for one of the residential units that is set-back approximately five feet from the property line, the other residential units have rear yard set-backs of approximately 20' which would serve to incrementally reduce the interior noise levels.

For indoor noise environments, the highest noise level that allows relaxed conversation with 100 percent intelligibility throughout the room is 45 dBA. Speech interference is considered to be highly intrusive when normal conversation is precluded at 3 feet, which occurs when ambient noise levels substantially exceed 60 dBA. An estimated interior noise level of 44-67 dBA at indoor locations would maintain an acceptable interior noise environment with closed dual paned windows. In some cases,

this noise reduction could be maintained only on a temporary basis, since it requires that windows remain closed at all times and assuming homes have air conditioning.

Section 9.04.010 (b)(4) of the noise ordinance states that no construction activities making “unnecessary” noise shall occur earlier than 9:01 a.m. or later than 7:59 p.m. on Sunday, and no earlier than 7:01 a.m. or later than 7:59 p.m. on any other day. Although construction noise levels at the residences north of the site would exceed the La Mirada noise ordinance, the noise ordinance allows construction noise level restrictions as stated in the noise ordinance. The project proposes to restrict the hours of construction to those hours allowed by the noise ordinance.

The project would not have a significant or adverse construction noise impact to any noise sensitive land use, including the residents to the north with compliance to the noise ordinance.

Vehicular Noise Impacts

Long-term noise impacts to project residents due to motor vehicle traffic on Valley View Avenue adjacent to the site was studied. The California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108) was used to determine if traffic on Valley View Avenue would impact project residents. The traffic noise model calculates the Leq noise level for a reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Table 14 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along the closest area roadway segments based on traffic data from the project traffic report. As shown in Table 14, the project in both the existing and opening year (2021) conditions does little to change the overall traffic noise environment. Because the area in the immediate project vicinity is mostly built out the addition of project traffic to the area roadways does not significantly increase the traffic noise environment of the area. As documented in the traffic report, the project area would not experience a significant increase in the existing traffic volumes of the area. As a result, the largest project generated traffic noise increase is +0.2 dBA CNEL to +0.3 dBA significance noise threshold. Therefore, the noise level increase by the project on Valley View Avenue is less than significant.

**Table 14
Traffic Noise Impact Analysis
(dBA CNEL at 50 feet from centerline)**

Segment		Existing No Project	Existing With Project	2021 No Project	2021 With Project
Valley View	N of Imperial	69.9	69.9	70.0	70.0
	Imperial-Adoree	71.2	71.2	71.3	71.3
	AdoreeE-AdoreeW	71.2	71.2	71.3	71.3
	Adoree W to Foster	71.1	71.1	71.2	71.2
	Foster-Bora	71.3	71.3	71.4	71.4
	S of Bora	71.3	71.4	71.4	71.5
	N of De Alcala	71.3	71.4	71.4	71.5
	De Alcala-Rosecrans	71.1	71.1	71.3	71.4
	S of Rosecrans	70.7	70.7	70.9	70.9
	Foster Rd/	E of Valley View	60.0	60.0	60.0

	W of Valley View	62.7	62.7	62.8	62.9
Rosecrans/	E of Valley View	70.1	70.1	70.3	70.3
	W of Valley View	69.5	69.5	69.6	69.6
Bora Dr/	W of Valley View	60.0	60.3	60.0	60.3
De Alcala Dr	E of Valley View	56.6	56.9	56.6	56.9

The project would potentially be impacted by traffic noise along Valley View Avenue. As shown in Table 14, the “2021 with project” traffic noise level along Valley View Avenue adjacent to the project is calculated to be 71 dBA CNEL at 50 feet from the roadway centerline which is the same as the existing noise levels taken at the site.

The project proposes a 10-foot setback from the Valley View Avenue right-of-way. The distance from the project property line to the center of Valley View Avenue is approximately 55 feet, for a total setback distance of 68 feet. This distance would provide a -1 dBA of noise reduction for a noise level at the closest project building façade of 70 dBA CNEL. A 5-foot noise wall along the east project boundary extending from the south side of the project driveway to the southern project boundary would reduce noise levels to the ground level patios to less than 65 dBA.

There are proposed balconies fronting Valley View Avenue. The balconies are recessed and enclosed on three sides, which would reduce the noise level by approximately -3 dBA. The noise level at a receiver on the balcony would be approximately 67 dBA CNEL and more than the recommended 65 dBA CNEL noise compatibility guideline for recreational use. A plexi-glass shield on the balconies that face Valley View Avenue would provide more than the required 2 dBA, but would limit air flow on the balconies.

The residential units must meet the 45 dB CNEL interior noise threshold. The exterior noise level at the closest building façade to Valley View Avenue would be as high as 71 dB CNEL and require a -26 dBA noise reduction to meet the required 45 dB CNEL interior noise level requirement.

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 dBA
- Closed single-paned windows – 20 dBA
- Closed dual-paned windows – 30 dBA

The use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new residential construction. Interior noise level standards would be met as long as residents have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning or a fresh air inlet on a whole house fan would meet this requirement.

The following measures are recommended to reduce exterior noise levels at the balconies and patios in Building 1 that are closest to and front Valley View Avenue.

Mitigation Measure No. 2 Prior to the issuance of occupancy permits for Building 1, a minimum 42” noise wall shall be constructed along the east project boundary extending from the south side of the project driveway to the southern project boundary to reduce exterior noise levels to the ground level patios that face Valley View Avenue.

Mitigation Measure No. 3 Prior to the issuance of an occupancy permit for Building 1, daytime weekday noise measurements shall be taken at each balcony that faces Valley View Avenue. Should the noise levels exceed 65 dBA CNEL, the noise consultant shall recommend a noise mitigation measure that is acceptable to the project developer and city to reduce noise levels to less than 65 dBA CNEL

With the incorporation of the above mitigation measures, the project would not have any significant temporary (construction) or permanent (operational) noise level impacts.

b) **Generation of excessive ground borne vibration or ground borne noise levels? Less Than Significant Impact.** There are residential homes adjacent to and north of the project and east of the project, east of Valley View Avenue. The site is subject to occasional ground borne vibration due to heavy trucks occasionally traveling on Valley View Avenue adjacent to and east of the site. The vibration levels on the site from heavy trucks on the adjacent streets are not significant and short-term in duration.

Construction Activity Vibration

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement, such as grading. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within 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 for human annoyance.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) and defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of vibration levels is shown in Table 15.

**Table 15
Human Response to Transient Vibration**

Average Human Response	ppv (in/sec)
Severe	2.00
Strongly perceptible	0.90
Distinctly perceptible	0.24
Barely perceptible	0.03

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.

Over the years, numerous vibration criteria and standards have been suggested by researchers, organizations, and governmental agencies. However, there are no California Department of Transportation (Caltrans) or Federal Highway Administration standards for vibration.

According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, which include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers and vibratory compaction equipment. The American Association of State Highway and Transportation Officials (AASHTO) (1990) identifies maximum vibration levels for preventing damage to structures from intermittent construction or maintenance activities for residential buildings in good repair with gypsum board walls to be 0.4–0.5 in/sec. The damage threshold criterion of 0.2 in/sec is appropriate for fragile buildings. For the purpose of this analysis because some of the area residential units adjacent to the site can be older, the 0.2 in/sec damage threshold for older fragile buildings is used as the evaluation criteria. Below this level of 0.2 in./sec. there is virtually no risk of building damage. Table 16 below shows the predicted vibration levels at varying distances that are typically generated by various types of construction equipment.

Table 16
Estimated Vibration Levels During Project Construction

Equipment	PPV at 10 ft. (in/sec)	PPV at 15 ft. (in/sec)	PPV at 25 ft. (in/sec)	PPV at 50 ft. (in/sec)	PPV at 100 ft. (in/sec)
Large Bulldozer	0.352	0.191	0.089	0.031	0.011
Loaded trucks	0.300	0.163	0.076	0.027	0.010
Jackhammer	0.138	0.075	0.035	0.012	0.004
Small Bulldozer	0.012	0.006	0.003	0.001	<0.001

Source: FHWA Transit Noise and Vibration Impact Assessment

The closest residence to the project where grading would occur is a residence north of the site with a rear yard setback of approximately 5-feet. As shown in Table 15 a distance of 15-feet or less the vibration levels generated by a large bulldozers could be above levels that could create structural damage in fragile buildings (i.e. 0.2 in/sec.), such as the residence that has a setback of approximately 5-feet. The operation of loaded trucks along the north project boundary could also generate vibration levels above levels that could create structural damage in fragile buildings (i.e. 0.2 in/sec.), including the residence with a setback of approximately 5-feet. All of the other residences north of the site have rear yard setbacks of approximately 20 feet or more and would not be significantly impacted by vibration associated with loaded trucks along the north project boundary. Based on the types of construction equipment that would be used on the site and the estimated vibration levels to the residential units north of the site, with the exception of the residence that is approximately 5 feet from the north project boundary, the project would generate vibration levels less than the recommended acceptability threshold of 0.2 inches per second.

The project would not have any significant ground borne or vibration impacts and vibration impacts would be less than significant.

- c) ***For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels? No Impact.*** There are no private air strips or public airports in the City of La Mirada or the project vicinity. The closest airport to the project is the Fullerton Municipal Airport that is approximately 4 miles to the southeast. The

project is not located within the Fullerton Municipal Airport land use plan. The operations at the Fullerton Municipal Airport would not have any noise impacts to project residents.

XIV. POPULATION AND HOUSING: Would the project:

- a) ***Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example through extension of roads or other infrastructure)? Less Than Significant Impact.*** The project proposes 56 market rate for-sale townhomes. At a current average of 3.16 persons per household in La Mirada²⁷ the project is estimated to generate approximately 177 residents, assuming the average persons per unit for the project is the same as the average household in La Mirada. The 177 residents represents less than 0.35% increase of the City's current population of 49,558²⁸. This population increase assumes that all of the project residents live outside the city and would relocate to La Mirada. This 0.35% increase in population would be less when taking into account any existing city residents that would move to the project, once developed and their vacated units are occupied by other existing city residents. If the vacated units are not reoccupied by city residents the city's population would increase accordingly. While the city's population is expected to increase due to the project, the increase would not significantly increase the population of La Mirada.

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 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) enforces State Housing Element Law by requiring certified Housing Elements as part of every city's General Plan.

²⁷ <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>

²⁸ <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>

In the City's adopted Housing Element,²⁹ 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.

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.

Housing Infill Program

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.(page 48 of the housing element states 1,786) The proposed project is located in Infill Area #8 as shown in Figure 13. As part of the implementation of the 2006-2014 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.³⁰

Infill Area #8 – As discussed in Section XI. b., Infill Area 8 is located in the western portion of the City, north of Rosecrans Avenue and west of Valley View Avenue. The development density for this area will be 30 units per acre, yielding a potential development of 630 units. The development standards are regulated through Municipal Code 21.38.030.

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:

²⁹ City of La Mirada Housing Element 2014-2021, adopted February 11, 2014, Resolution 14-05.

³⁰ City of La Mirada Housing Element 2014-2021, page 46.

CITY OF LA MIRADA CURRENT/FUTURE DEVELOPMENT PROJECTS

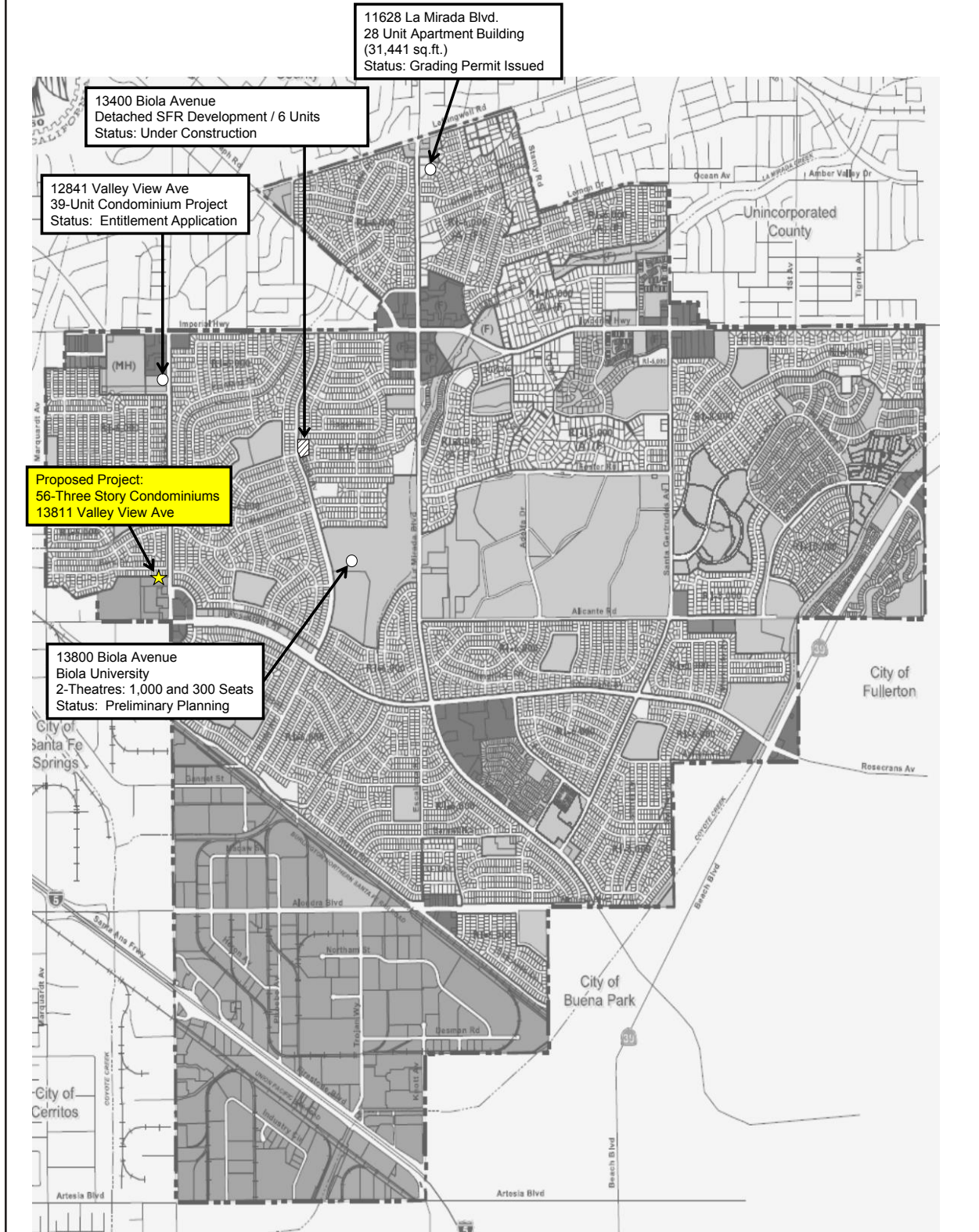


Figure 16
Cumulative Project Location Map

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:

- Goal 1. The City of La Mirada shall preserve the single-family residential character of the community.
- Goal 2. The City of La Mirada shall limit multi-family developments to buffer areas between commercial and single-family residential districts.
- Goal 3. The City of La Mirada shall encourage development of housing for all social and economic segments of the City.
- Goal 4. The City of La Mirada shall encourage creative and innovative residential development both in terms of structural design and utilization of land area.
- Goal 5. The City of La Mirada shall protect the health, safety, and welfare of all citizens by through code and ordinance enforcement in the elimination of substandard housing conditions and zoning ordinance violations.
- Goal 6. The City of La Mirada shall diligently explore new methods of enforcement to eliminate the possibility of substandard and deteriorating housing conditions.

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

The following applicable policy 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.

- 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 3.5. The City of La Mirada shall ensure that all residential areas are provided with adequate public facilities and services.

The residential units proposed for the site are consistent with the Housing Element by providing 56 residential units towards the City's RHNA allocation of 235 residential units. The proposed residential

units are compatible with the adjacent surrounding residential units to the north and east. The project density of 24.0 du/ac is less than the 30 du/ac density planned for Infill Area 8. The project meets the above applicable goals and policies of the La Mirada Housing Element with the residential units being compatible with the surrounding land uses and the site has adequate public services and facilities as discussed in Sections XIV and XVII, respectively.

The project proposes 56 residential units on 2.33 acres of the 620 residential units proposed for the 21.0 acres of Infill Area 8. Therefore, the project would not induce unplanned development to La Mirada and would provide infill housing as planned for the site by the La Mirada Housing Element. The project would have a less than significant impact to unplanned growth.

- b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? No Impact.*** There are no existing residential units on the project site. Therefore, the project would not displace any existing housing and require the construction of replacement housing.

XV. 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 would 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 in La Mirada would be required and include fire safety inspections, emergency calls for accidents, fires, etc. While the project would 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 impacts by the project to fire protection services would be less than significant.
 - ii. ***Police protection? Less Than Significant Impact.*** The Los Angeles County Sheriff Department would 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 similar to other residential development in La Mirada such as routine police patrols, vandalism, and other service calls can be expected. While the project would 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 would be less than significant.
 - iii. ***Schools? Less Than Significant Impact.*** The project is located in the Norwalk-La Mirada Unified School District and serves students K-12. The project is served by the Foster Road Elementary School (K-5), Hutchinson Middle School (6-8) and La Mirada School District. The District collects a developer fee of \$3.79 per square foot for residential development. The project developer would be required to pay the applicable developer fee prior to the issuance of the first building permit. The

payment of the required developer fee would be used to off-set the costs of K-12 students generated by the project and would reduce potential student impacts to less than significant.

- iv. **Parks? Less Than Significant Impact.** The closest public parks to the project are Neff Park and Gardenhill Park. Neff Park is ten acres and includes a basketball court, tennis court, horseshoe pits, a playground and picnic areas and is located approximately one-half miles southeast of the project. Gardenhill Park is six acres and includes a community room an amphitheater, two lighted tennis courts a lighted basketball court a playground, a horseshoe pit, and picnic areas and located approximately one-half mile northeast of the project. Because the project does not propose any on-site recreational facilities, project residents would incrementally increase the demand and use of existing park and recreational facilities in La Mirada, including Neff and Gardenhill parks.

The project proposes a total of 15,183 square feet of common open space and 4,350 square feet of private open space for a total of 19,533 square feet of open space, which equals 348.8 square feet of open space per unit. The architectural style is Spanish Colonial. The common open space includes landscaping setbacks and courtyards. Private open space includes balconies and patios for each townhome. .

It is anticipated that any existing La Mirada residents that move to the project would 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.** There are no public facilities or services that would be impacted by the project.

XVI. 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? Less Than Significant Impact.** The project would not significantly impact recreation facilities. Please see Public Services section "XV.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? Less Than Significant Impact.** As discussed in Public Services section "XV.a.iv" above, the project does not propose the construction of any on-site recreational facilities and would not require the construction or the expansion of other recreational facilities that would impact the environment.

XVII. TRANSPORTATION: Would the project:

- a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? Potentially Significant Unless Mitigation Incorporated.** A traffic report³¹ was prepared for the project and is included in Appendix F.

The project is estimated to generate approximately 410 vehicle trips a day, including 26 AM and 32 PM trips as shown in Table 17.

³¹ 13811 Valley View, Traffic Impact Analysis, Ganddini Group, Inc., June 14, 2019.

**Table 17
Project Trip Generation Summary**

Trip Generation Rates									
Land Use	Source ¹	Units ²	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Multifamily Housing (Low-Rise)	ITE 220	DU	23%	77%	0.46	63%	37%	0.56	7.32

Trips Generated									
Land Use	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	56	DU	6	20	26	20	12	32	410

Notes:

- 1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code
- 2) DU = Dwelling Units

The following seven (7) intersections were included in the study area for analysis:

1. Valley View Avenue at Imperial Highway;
2. Valley View Avenue at Adoree Street south;
3. Valley View Avenue at Foster Road;
4. Valley View Avenue at Bora Drive;
5. Valley View Avenue at Project Driveway;
6. Valley View Avenue at De Alcala Drive; and
7. Valley View Avenue at Rosecrans Avenue

Current traffic counts were taken at the seven intersections to determine the existing level of service (LOS) of each intersection. As shown in Table 18, three of the seven intersections currently operate at LOS A, LOS B, LOS C and LOS D, which are considered acceptable by the City. Two intersections operate at LOS F in both the AM and PM peak hours, which is considered unacceptable by the City, and one intersection operates at an acceptable LOS C in the AM peak hour and an unacceptable LOS E in the PM peak hour.

**Table 18
Existing Intersection Levels of Service at Study Area Intersections**

ID	Study Intersection	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴
1.	Valley View Ave at Imperial Hwy	TS	0.833	D	0.808	D
2.	Valley View Ave at Adoree Street south	TS	0.521	A	0.550	A
3.	Valley View Ave at Foster Road	TS	0.789	C	0.627	B
4.	Valley View Ave at Bora Drive	CSS	[137.0]	F	[74.0]	F
6.	Valley View Ave at De Alcala Drive	CSS	[146.1]	F	[149.1]	F
7.	Valley View Ave at Rosecrans Ave.	TS	0.798	C	0.922	E

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for unsignalized study intersections. For intersections with cross street stop control, Level of Service is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

The distribution and assignment of traffic trips generated by the project were assigned to the area transportation system is shown in Figures 14 and 15. As shown, approximately 65% of outbound project traffic is assigned southbound to Valley View Avenue and 35% northbound to Valley View Avenue and approximately 65% of the inbound traffic is assigned to northbound Valley View Avenue and approximately 35% southbound on Valley View Avenue, respectively.

As shown in Table 19, all of the study intersections are projected to operate at an acceptable level of service (LOS D) or better during the peak hours for the Opening Year (2021) With the Project, except for the following intersections and peak hours. While project traffic would impact the three intersections below, these three intersections currently operate at unacceptable levels of service (LOS E and F).

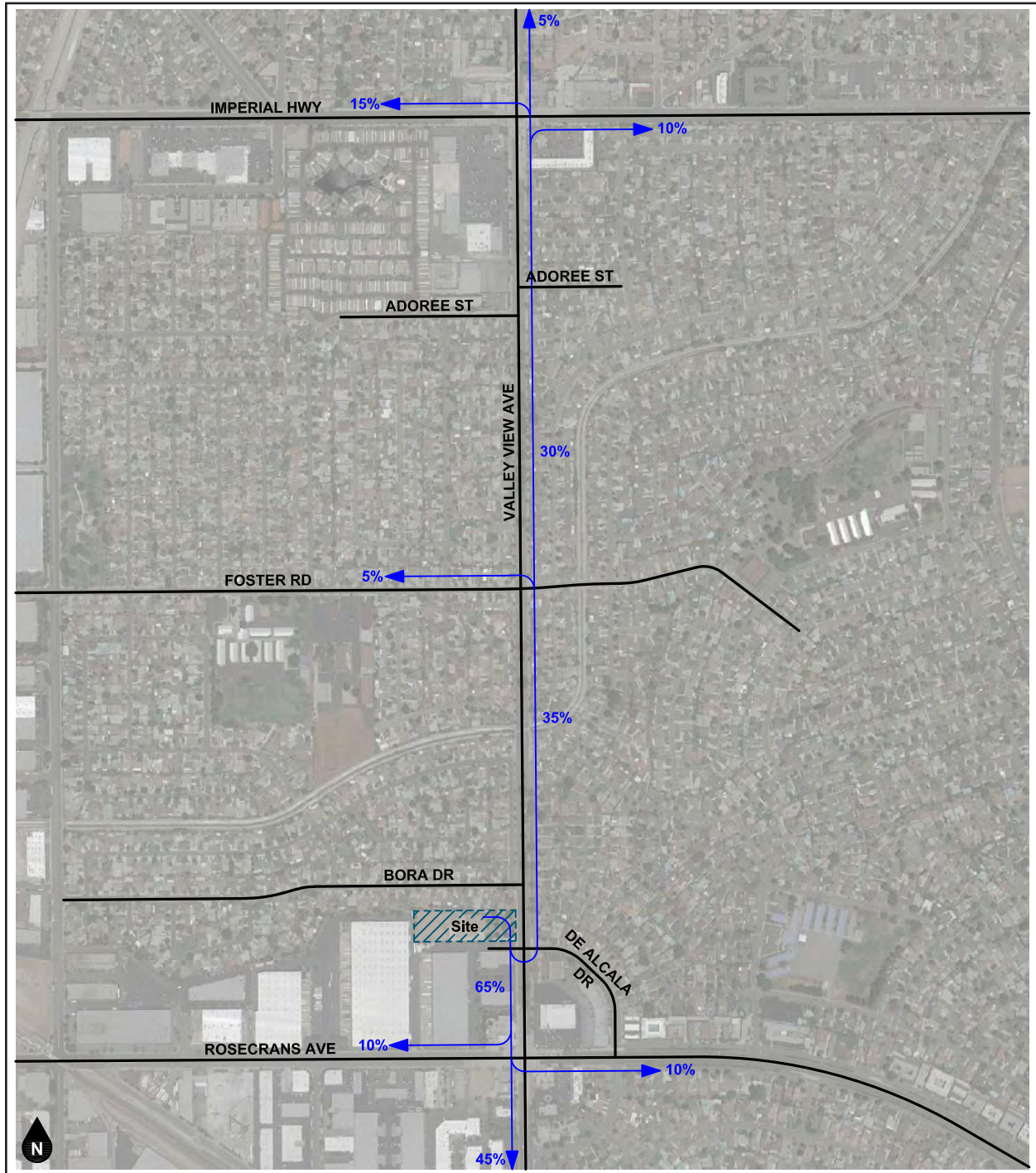
- Valley View Avenue/Bora Drive - #4 - LOS F, AM/PM peak hours
- Valley View Avenue/De Alcala Drive - #6 - LOS F, AM/PM peak hours
- Valley View Avenue/Rosecrans Avenue - #7 - LOS E, PM peak hour

The following mitigation measure is recommended to mitigate the traffic impact of the project of the project to these three intersections:

Mitigation Measure No. 4 Upon issuance of the last occupancy permit, the project developer shall provide a traffic study to the City Engineer for the following intersections to determine if right-turn only signs are required: 1) Valley View Avenue/Bora Drive; 2) Valley View Avenue/De Alcala Drive eastbound; and 3) Valley View Avenue/De Alcala Drive westbound. Based on the results of the traffic study, the City Engineer shall determine if right-turn only signs are required at the intersections. If required, right-turn signs shall be installed within 30-days at the intersections deemed appropriate by the City Engineer.

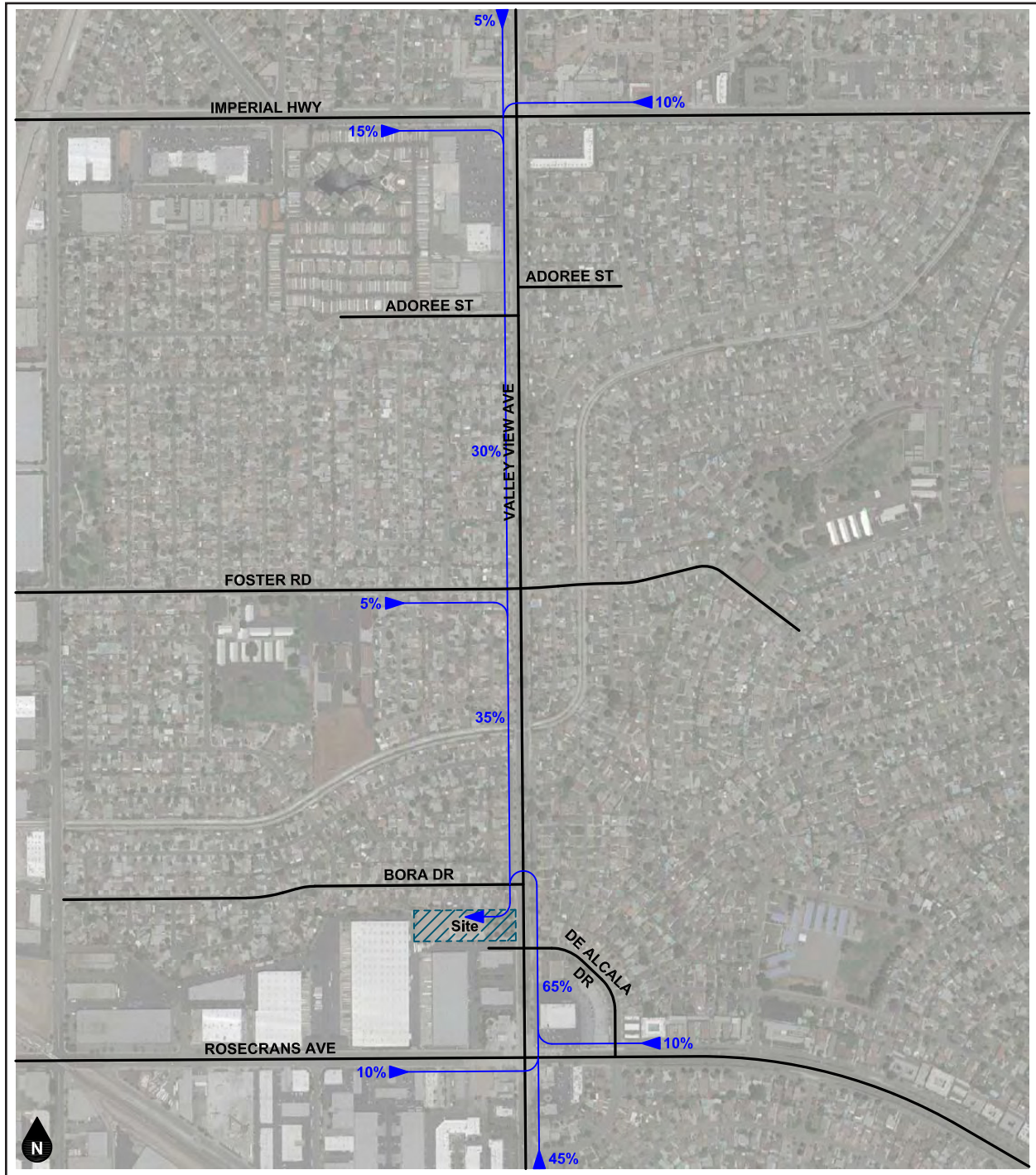
The project would not have any significant transportation impacts with implementation of the recommended mitigation measure.

- b) **Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? No Impact.** CEQA Guidelines section 15064.3, subdivision (b) addresses project vehicle miles traveled (VMT). Per this section, all traffic studies must calculate the VMT of a project rather than the current standard level of service (LOS) no later than July 1, 2020. Therefore, lead agencies have the option to prepare traffic studies based on VMT or LOS. In this case, the traffic study was prepared using the LOS analysis. The project would not be in conflict or inconsistent with CEQA Guidelines section 15064.3, subdivision (b).



Source: Ganddini Group

Figure 14
Project Outbound Trip Distribution



Source: Ganddini Group

Figure 15
Project Inbound Trip Distribution

Table 19
Opening Year (2021) with Project Intersection Level of Service and Significant Impact Evaluation

ID	Study Intersection	Traffic Control ¹	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Change	Significant Impact?	Without Project		With Project		Project Change	Significant Impact?
			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴			V/C ² or [Delay] ³	LOS ⁴	V/C ² or [Delay] ³	LOS ⁴		
1.	Valley View Ave at Imperial Hwy.	TS	0.850	D	0.851	D	+0.001	No	0.826	D	0.828	D	+0.002	No
2.	Valley View Ave at Adoree St. S.	TS	0.532	A	0.533	A	+0.001	No	0.562	A	0.563	A	+0.001	No
3.	Valley View Ave at Foster Rd.	TS	0.805	D	0.807	D	+0.002	No	0.641	B	0.643	B	+0.002	No
4.	Valley View Ave at Bora Dr.	CSS	[156.2]	F	[172.5]	F	+[16.3]	Yes	[80.5]	F	[91.3]	F	+[10.8]	Yes
	- Restrict EB Left Turn	CSS	-	-	[34.6]	D	-[121.6]	No	-	-	[24.7]	C	-[55.8]	No
5.	Valley View Ave at Project Dwy.	CSS	[0.0]	A	[15.6]	C	+[15.6]	No	[0.0]	A	[12.7]	B	+[12.7]	No
6.	Valley View Ave at De Alcala Dr.	CSS	[160.2]	F	[173.6]	F	+[13.4]	Yes	[165.6]	F	[181.9]	F	+[16.3]	Yes
	- Restrict EB/WB Left Turns	CSS	-	-	[22.2]	C	-[138.0]	No	-	-	[34.4]	D	-[131.2]	No
7.	Valley View Ave at Rosecrans Ave	TS	0.814	D	0.818	D	+0.004	No	0.950	E	0.954	E	+0.004	No

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop

(2) V/C = Volume/Capacity

(3) Delay is shown in [seconds/vehicle]. Delay is reported for unsignalized study intersections. For intersections with cross street stop control, Level of Service is based on average delay of the worst individual lane (or movements sharing a lane).

(4) LOS = Level of Service

- c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact.** Access to the project site from Valley View Avenue is provided by a single driveway at the northeast corner of the site. The project proposes to remove the existing driveway at the southeast corner of the site and construct a new 26' wide driveway for ingress and egress at Valley View Avenue at the northeast corner of the site. The design of the new driveway would meet city driveway standards to allow residents, guests, delivery vehicles and emergency vehicles to safely enter and leave the site. The City would review the improvement plans prior to the issuance of a building permit to ensure the design of the driveway meets and complies with city driveway standards. There are no additional driveways, curves, dangerous intersections or site access designs that would have any significant traffic or circulation hazards or impacts.
- d) **Result in inadequate emergency access? Less Than Significant Impact.** The existing public streets and circulation system that have served the site in the past and currently serve the site would continue to provide adequate emergency vehicle access for the project. Police, fire, paramedic/ambulance and other emergency vehicles would have adequate site access to respond to on-site emergencies to the site via the proposed new driveway for the project. As stated in section "VII. c)" above, the proposed project driveway would be reviewed by the city, including the police and fire departments, to ensure the project driveway has adequate widths and turning radius for emergency vehicles to safely enter and exit the site prior to the issuance of a building permit. The project would not impact emergency access to the site.

XVIII. TRIBAL CULTURAL RESOURCES: Would the project:

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**
- i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k). Potential Impact Unless Mitigation Incorporated.** As required by AB 52, the City mailed letters to the area Native American Indians that are on record with the City that may have cultural resources associated with the site. The Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) and the Gabrielino- Tongva Tribe submitted letters to the City requesting consultation.

Because the project site lies within the ancestral tribal territory of the Kizh Nation and the Gabrielino- Tongva, tribal cultural resources could exist on the site. The following mitigation measures are recommended to reduce potential impacts to Tribal resources, if present.

Mitigation Measure No. 5 Prior to the start of grading or any ground disturbance, the project developer shall retain and compensate a Native American Monitor/Consultant for the services of a Tribal monitor/consultant who is of Gabrieleño ancestry and culturally affiliated with the area of the project site. The monitor/consultant shall only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation,

drilling, and trenching, within the project area. The Tribal Monitor/consultant shall complete daily monitoring logs that shall provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential to impact Tribal Cultural Resources.

Mitigation Measure No. 6 Should any archaeological resources be discovered, construction activities in the immediate vicinity of the find shall cease until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist and tribal monitor/consultant. If the discovered resources are Native American in origin, the Most Likely Descendent (MLD) shall coordinate with the landowner regarding treatment and curation of the resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation is required in compliance with CEQA Guidelines Section 15064.5 (f). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, shall be provided by the developer. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

Mitigation Measure No. 7 Upon discovery, the tribal and/or archaeological monitor/consultant shall immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The monitor/consultant(s) shall notify the Tribe, the qualified lead archaeologist, and the construction manager who shall call the coroner.

Work shall continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner shall notify the NAHC as mandated by state law who shall then appoint a Most Likely Descendent (MLD).

To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

Mitigation Measure No. 8 The land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Cremations shall either be removed in bulk or by means as necessary to ensure completely recovery of all material. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container on site if possible. These items shall be retained and reburied within six months of recovery. The site of

reburial/repatriation shall be at a location agreed upon between the Tribe and the landowner.

Implementation of the recommended mitigation measures would reduce potential tribal cultural resource impacts to less than significant.

- ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Potentially Significant Unless Mitigation Incorporated.** As discussed in section “XVIII.a.i.” above, the project could significantly impact tribal resources if present. The implementation of the recommended mitigation measures would reduce potential impacts to tribal resources to less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? Less Than Significant Impact.** An existing 8-inch water main in Valley View Avenue adjacent to the site has capacity to provide the required water supply for both fire flow and the potable water demand of the project without the need to construct new water supply facilities or expand existing facilities. The existing 15-inch sewer line in Valley View Avenue also has adequate capacity to serve the project without the need to upgrade or increase the size of the sewer line.³² All other utilities required to serve the project, including drainage, electricity, natural gas and telecommunications are in Valley View Avenue and would not have to be expanded or relocated. The project developer would have to extend to the existing facilities to the site, but none of the existing facilities would have to be improved that could cause significant environmental impacts. The project would not have any significant public utility impacts.
- b) **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? Less Than Significant Impact.** The project is estimated to consume approximately 17,697 gallons of water per day³³. Based on the City’s Urban Water Management Plan the City has an adequate water supply to meet the demand of the project into the future. The project would have a less than significant impact on water supply.
- c) **Result in a determination by the wastewater treatment provider that 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 “XIX.b” above.
- d) **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 would 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

³² Sewer Area Study, Tract No. 82127, B & E Engineers, 20 E. Foothill Boulevard, Suite 230, Arcadia, CA 91006, April 2018.

³³ 100 gallons/person/day and 3.16 people/household.

Disposal actively recycles 50% of the solid waste that is collected and will recycle the solid waste generated by the project.

The project would generate a minimal amount of concrete from the demolition of the foundation of the former residence that existed on the site. Debris would also be generated during construction of the project. The small amount of concrete and other types of debris such as landscaping, rocks, etc. generated during clearing of the site would be hauled to a landfill. Once the project is constructed and operational, it is estimated to generate approximately 224 pounds of solid waste per day.³⁴ Of the 224 pounds, approximately 50% would be recycled and the balance of non-recycled material would be hauled to a landfill. The landfills have a current daily capacity of 24,000,000 pounds, or 12,000 tons. The 112 pounds of solid waste that is estimated to 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 would be less than significant.

- e) **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 would not have any solid waste impacts because the residents would be required to comply with all applicable solid waste statutes and regulations and large quantities of solid waste would not be generated.

XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan? No Impact.** Based on review of the Local Responsibility Area Fire Hazard Severity Zone map the City of La Mirada is not located within a Very High Fire Hazard Severity Zone.³⁵ Furthermore, a review of the State Responsibility Area Fire Hazard Severity Zones the City of La Mirada is not located in a Moderate, High or Very High fire hazard zone.³⁶ The closest State and Federal Responsibility Area Moderate, High or Very High fire hazard zone to the project site is the open space in Turnbull Canyon approximately four miles northeast of the project. The closest Local Responsibility Area Moderate, High or Very High fire hazard zone to the project site is the open space located northeast of Highway 39 and Rosecrans Avenue in Orange County approximately three miles southeast of the project.³⁷ The project would not impair or impact any emergency response or emergency evacuation plan associated with an emergency response to a fire in the Turnbull Canyon Very High fire hazard zone or the area northeast of Highway 39 and Rosecrans Avenue or any other designated local, state or Federal fire hazard zone in Los Angeles or Orange County.
- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? No Impact.** As discussed in section "XX. a." above, the project is not in a Moderate, High or Very High fire hazard zone and the closest designated fire hazard zone is approximately four miles northeast of the project. The project site and surrounding properties are generally flat with no significant topographic relief and expose project occupants to wildfire risks. Santa Ana winds could expose project occupants to smoke and other pollutants associated with wildfires located east of the city. However, that exposure would not be site specific because much of the city and the general

³⁴ <http://www.calrecycle.ca.gov/>. Residential - 4 pounds/day/unit.

³⁵ http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf

³⁶ http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf

³⁷ http://frap.fire.ca.gov/webdata/maps/orange/fhszl_map.30.pdf

geographic area would also be exposed and not the project site specifically. The project would not expose project occupants to pollutant concentrations from a wildfire due to slope, prevailing winds or other factors.

- c) **Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? No Impact.** The project would be required by the CBC to install fire sprinklers. However, the project would not be required to install and maintain any roads, fuel breaks, emergency water sources, power lines or other utilities to protect the project and the immediate area from a wildfire because the project is not located in a Moderate, High or Very High fire hazard zone as discussed in section “XX. a.” above.
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? No Impact.** As discussed in Section “XX. a.” above, the project is not located within a Moderate, High or Very High fire hazard zone. As discussed in section “XX. b.”, the project site and surrounding properties are generally flat with no significant topographic relief that would expose structures or project occupants to significant risks due to downslope or downstream flooding or landslides. Because the project is not located in a fire hazard zone or downstream of any hillsides or areas of topographic relief the project would not expose either project residents or proposed structures to significant risks due to downstream or downstream flooding or landslides due to post-fire slope instabilities.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? Less Than Significant Impact.** The 2.33-acre site is vacant. The site has approximately six trees on the eastern portion of the site with shrubs and grass throughout the entire site. There are no important plants or wildlife on the site that would be impacted by the project. Because there are no buildings on the site no examples of buildings representing California history or prehistory would be impacted. The project would not significantly impact biological or historical resources.
- 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 City of La Mirada has identified four cumulative projects that, along with the proposed project, could have cumulative impacts. The cumulative projects are shown in Table 20 and their locations are shown in Figure 16.

Based on the air quality report, the short-term construction emissions and the long-term operational emissions of the project would not exceed any adopted air emission thresholds. The project would not have any individual or cumulative noise or traffic impacts. In addition, the project would not have any significant individual or cumulative impacts associated with aesthetics, hydrology, soils and geology, land use, public services or utilities that along with the cumulative projects listed in Table 20 would result in any significant cumulative impacts.

**Table 20
Cumulative Projects**

Project	Location	Description	Status
1. Warmington Residential – Tentative Tract No. 82311	12841 Valley View Ave.	39 Condominiums	Proposed
2. Biola University	13800 Biola Ave.	Two Theaters – 1,000 and 300 seats	Preliminary Planning
3. Residential	13400 Biola Ave.	6 Single-family units	Under Construction
4. Westcal Property Group	11628 La Mirada Boulevard	28 Apartments	Grading permit issued

- c) ***Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly? Less Than Significant Impact.*** There are no significant impacts associated with the proposed project that would cause substantial adverse effects and significantly impact human beings either directly or indirectly.



Figure 13
Infill Area #8