MITIGATED NEGATIVE DECLARATION

39 UNIT CONDOMINIUM PROJECT

Lead Agency:

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

Project Proponent:

Warmington Residential
3090 Pullman Street
Costa Mesa, CA 92626
(714) 434-4439

Environmental Consultant:

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

August 20, 2019

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PLANNING DEPARTMENT

1. **Project Title:** 39-Unit Condominium Project

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:** Eric Garcia, Senior Planner (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 12841 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.

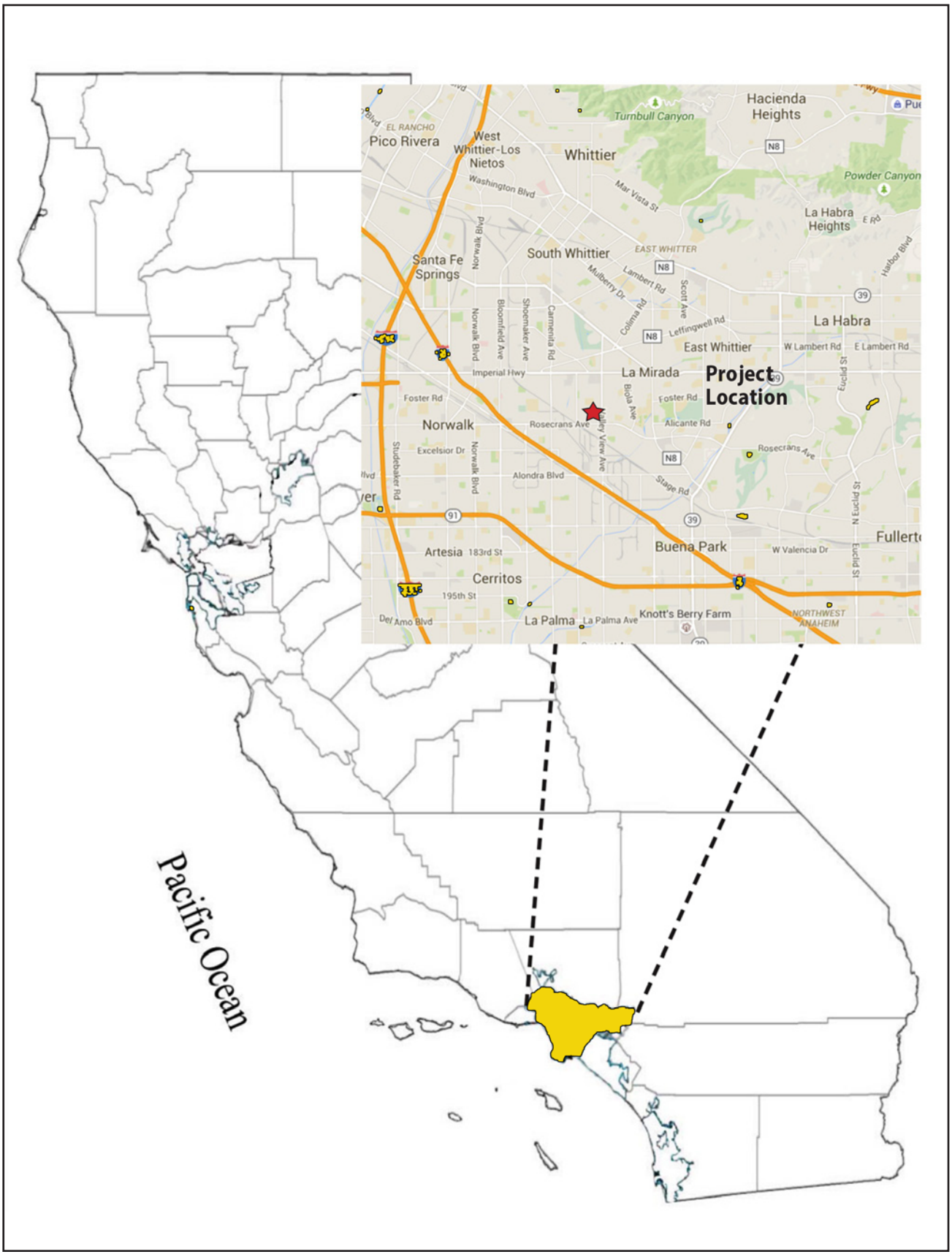
5. **Project Sponsor's Name and Address:** Warmington Residential
   3090 Pullman Street
   Costa Mesa, CA 92626
   (714) 434-4439

6. **General Plan Designation:** The project site is designated High Density Residential by the La Mirada General Plan and located within Planning Area – 1B (PA-1B) of the Imperial Highway Specific Plan (IHSP). The project is consistent with the General Plan and the Imperial Highway Specific Plan.

7. **Zoning:** The project site is zoned IHSP District PA-1B that allows residential development within PA-1B at a maximum density of 45 dwelling units/acre (du/ac). The project site is located within the Mixed Use Overlay (MUO) and Special Housing Overlay (SHO) zoning districts of the La Mirada Zoning Map. The IHSP does not allow the development of non-restricted for-sale condominiums on the site. Therefore, the project would require an amendment to the IHSP to allow the development of non-restricted housing within PA-1B.

8. **Description of Project:** The project proposes to develop the 1.98 acre site (APN 8044-031-018) with thirty-nine (39), market rate, three-story condominium dwelling units at a density of 19.7 dwelling units per acre (du/ac). The project proposes a total of 102 parking spaces, including two spaces per unit in an enclosed garage and twenty-four (24) guest parking spaces. Access to the project site is from Valley View Avenue that extends along and forms the east project boundary. The site is currently developed with a vacant 15,640 square foot commercial building that was formerly occupied by National Lumber.

   Per the Imperial Highway Specific Plan, the maximum allowable density for the site is 45 du/ac that could result in a maximum development of 89 dwelling units. The project proposes 39 residential units at a density of 19.7 du/ac and within the maximum allowable density of 45 du/ac. The project proposes two different floor plans with interior livable floor areas ranging from 1,804 square feet to 2,042 square feet. The project includes 21 units with three bedrooms and 18 units with three bedrooms and an optional den, or fourth bedroom. The ground level of each three-story condominium would be dedicated to parking for two cars and the two upper floors to living areas.



Source: Phil Martin & Associates, Inc.

Figure 1

Regional Map

Source: Google Maps

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Figure 2

Local Vicinity Map

Source: Google Earth

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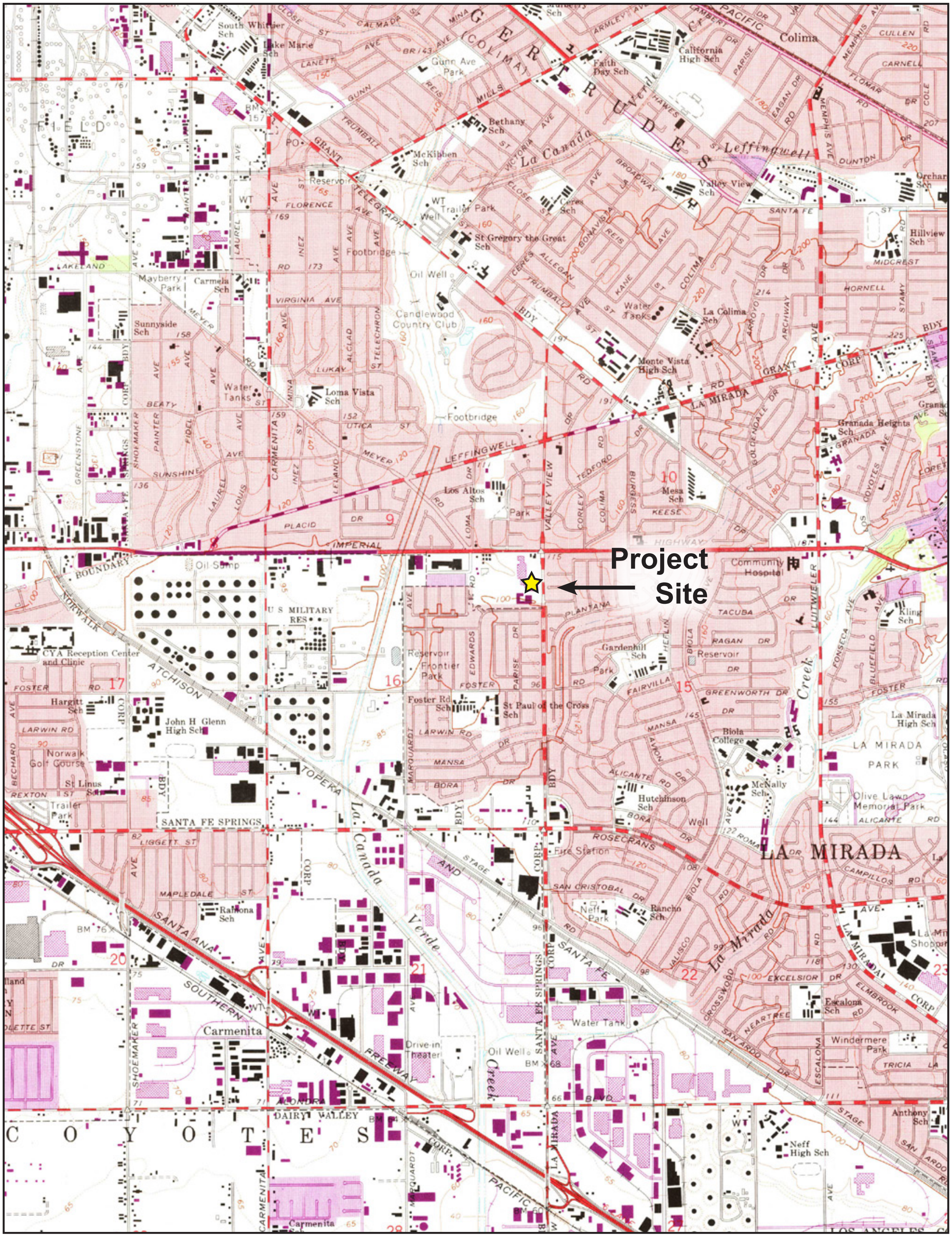
Figure 3

Aerial Photo



Source: U.S. Geological Survey

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Figure 4
USGS Topo Map

The units would have a front yard setback of fifteen (15) feet, a rear yard setback of twenty (20) feet, a side-yard setbacks of ten (10) feet. The maximum height of the three-story units is 50 feet. The building coverage on the site is 50 percent. The project proposes a total of 16,826 square feet of open space, which includes 6,331 square feet of common open space and 10,495 square feet of private open space. All private open space includes private courtyards and balconies. The project proposes approximately 431 square feet of open space for each unit. The architectural style is California Contemporary.

The project is scheduled to be constructed in one phase with construction tentatively scheduled to start in January 2020 and completed in the last quarter of 2021. Proposed Tentative Tract Map No. 82311 is shown in Figure 5.

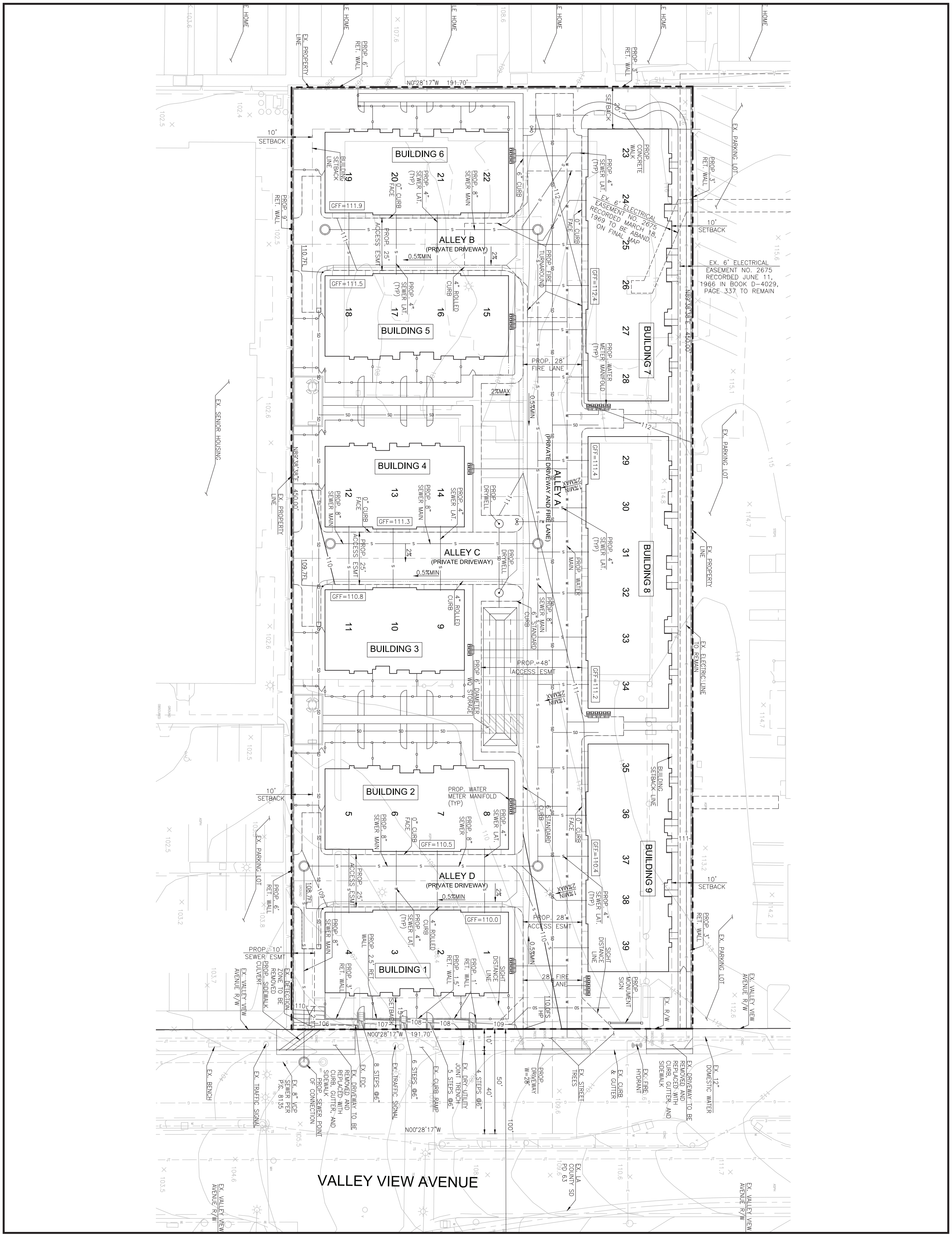
9. **Surrounding Land Uses and Setting:** The land uses surrounding the project site include a shopping center to the north, the four-story La Mirada Vista retirement development to the south, the Lakes Park mobile home park to the west, Valley View Avenue to the east and east of Valley View Avenue are single-family detached homes. 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 Tentative Tract Map No. 82311, a Zoning Ordinance Amendment to the Imperial Highway Specific Plan to allow non-restricted residential use, and Design Review. 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 May 23, 2019 to ten tribes and formally inviting consultation with the City in compliance with California Public Resources Code 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 following tribes were contacted by the City:

    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: ??

Figure 5
Tentative Tract Map No. 82311

A. *Looking west at front of vacant building*

B. *Looking at northwest end of site from adjacent shopping center*

C. *Looking southwest at site from adjacent shopping center*

D. *Looking south across site from adjacent shopping center*

Figure 6

On-Site Land Uses

E. *Looking at residential homes east of site, east of Valley View Avenue*

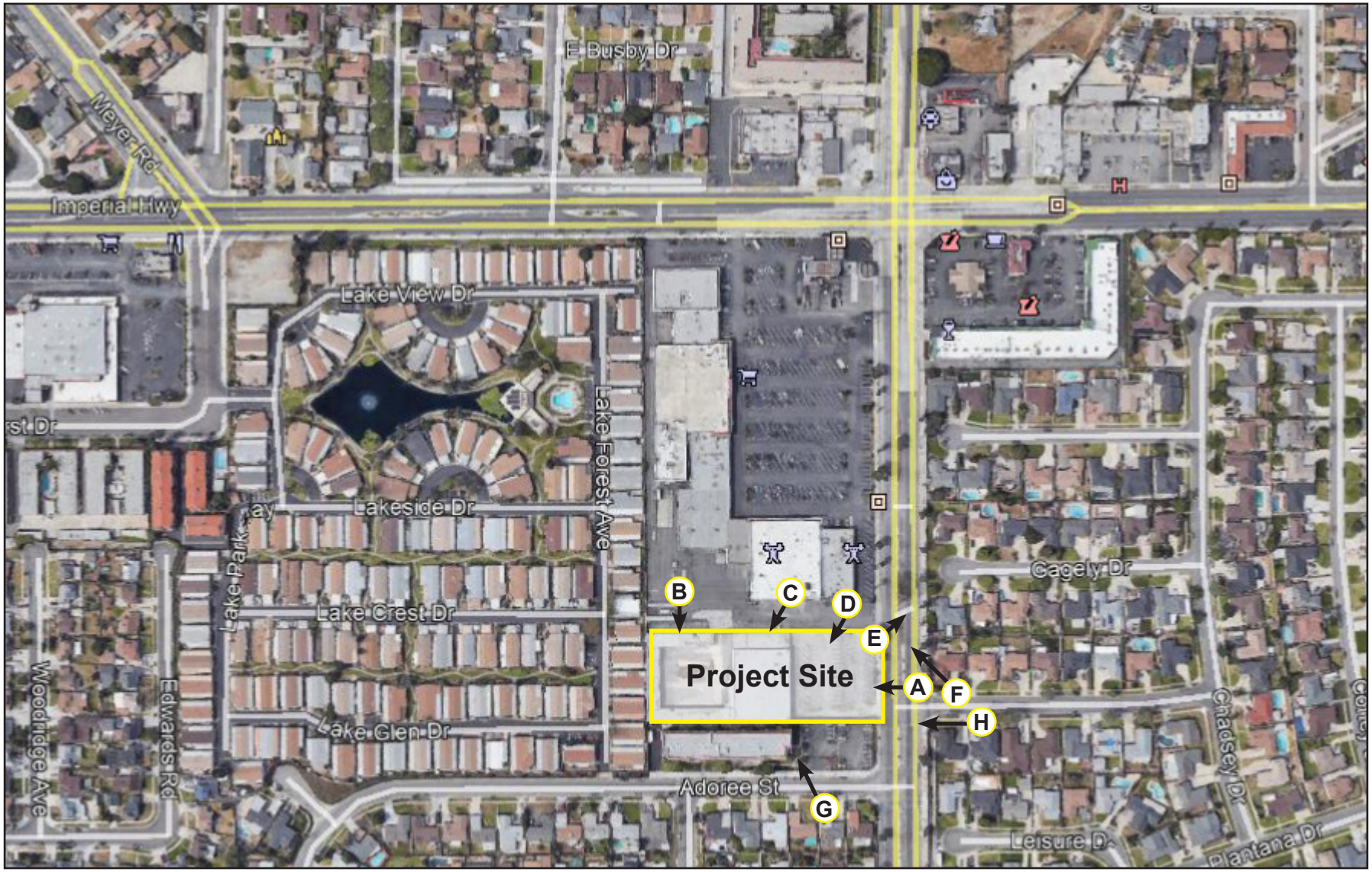
F. *Looking at shopping center north of site*

G. *Looking at senior housing building south of site*

H. *Looking at senior housing building and site from Valley View Avenue at Adoree Street.*

Figure 7

Surrounding Land Uses



Source: Google Earth

N

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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☑ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☑ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ 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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
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?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that will adversely affect day or nighttime views in the area?	☐	☐	☒	☐
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?	☐	☐	☐	☒

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could 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, filing, 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)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

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	☐	☒	☐	☐
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.	☐	☒	☐	☐

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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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 statues 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 or 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 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 or 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.

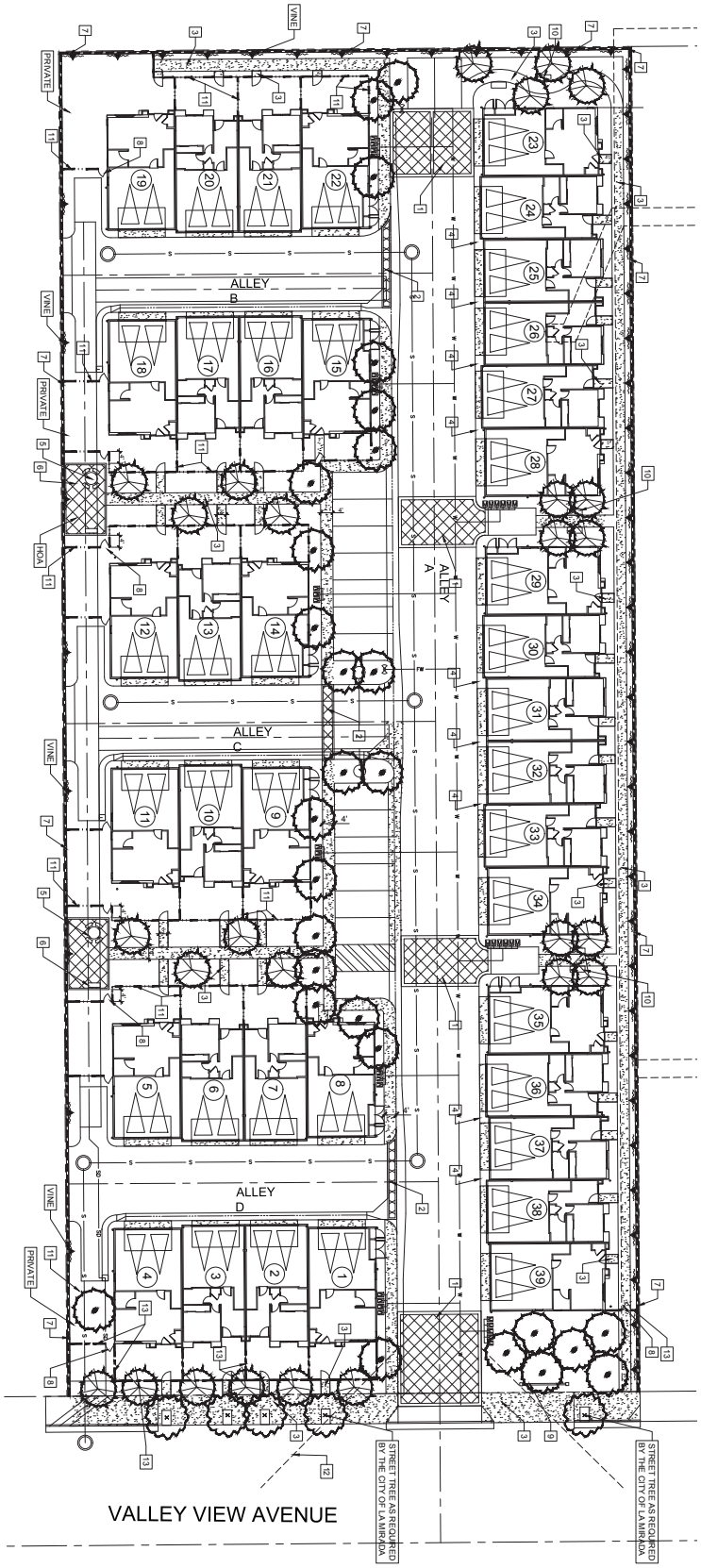
c) ***In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*** **Less Than Significant Impact.** The project is located within an urbanized area.[1] The project would remove the existing vacant commercial building, asphalt parking lot and other site improvements to develop thirty-nine three-story condominiums and other supporting site improvements, including an on-site private street, block walls, guest parking, landscaping, open space, etc. The proposed condominiums would reflect California Contemporary architectural style. New landscaping would be installed within the street set-back along the west side of Valley View Avenue, along the rear and side yard setbacks and in the private yards. The landscaping proposed along the north and west project boundary would be new since currently there is no on-site landscaping along the north and west project boundary. The proposed landscaping along the south and east project boundary would replace and enhance the existing landscaping along these areas of the site that would be removed by the project. The new proposed landscaping would buffer the project from the surrounding land uses. The proposed landscape plan is shown in Figure 9.

The condominiums are proposed for a maximum height of 50'. 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 condominiums are shown in Figure 10. The design and architecture of the condominiums along with the proposed landscaping throughout the site and along the project boundary would improve the aesthetics of the site for the local residents adjacent to the site as well as motorists on Valley View Boulevard.

The project would be encouraged by the City to incorporate applicable Common Design Principles of the IHSP into the project design including amenities, landscaping, etc. The applicable Common Design Principles the project should be integrated into the project design include:

> Design Principle 1: Provide development that is human scale. The project meets this design principle by providing a human scale neighborhood entry at Valley View Avenue. The project also

[1] CEQA Guidelines §15387.



Source: ??

N

Figure 9
Landscape Plan

3-Plex Perspective

4-Plex Perspective

5-Plex Perspective

6-Plex Perspective

Figure 10

Typical Building Elevations

proposes pedestrian sidewalks throughout the site and those sidewalks would connect with the existing sidewalk along the west side of Valley View Avenue adjacent to the site and allow residents to walk to the shopping centers north of the site at Imperial Highway and Valley View Avenue.

Design Principle 2: Create positive linkages between the Specific Plan Area and surrounding neighborhoods. As noted above, the project would provide sidewalks throughout the site to allow project residents to walk to area shopping centers and other community amenities.

The IHSP also includes Residential Design Guidelines the project must meet. The applicable Residential Design Guidelines the project must meet include:

Site Planning – the project relates to and connects with Valley View Avenue adjacent to the site by providing an entry monument to the site from Valley View Avenue. Although the project site is oriented in an east-west direction, the project includes five units that would be visible from Valley View Avenue and allow residents to have "eyes on the street" for natural surveillance from their condominiums. The project provides pedestrian circulation throughout the site as well as access to area shopping centers. Finally, the design of the condominiums provides natural surveillance of the site from windows and entries of all units.

Building Scale and Massing – As shown in the building elevations in Figure 10, the project provides architectural elements such as recessed balconies that add visual interest, human scale and character to the neighborhood as encouraged by the IHSP.

Building Entries - As shown in the building elevations in Figure 10, the project proposes condominium entries that connect with the main road through the site from Valley View Avenue. The front entries include a sidewalk to each condominium from the main street through the site, a porch, steps and landscaped walkways as encouraged by the IHSP.

Stairs – All stairs are internal to the units.

Building Material and Color – The colors of the condominiums are shown in the building elevations in Figure 10. As shown, the proposed colors, building materials and textures of the development would unify the project. The garages have painted trim in a different color than the condominiums themselves to provide architectural detailing. The neutral colors proposed throughout the project would be compatible with the existing development in the immediate project area.

Roofs – The project does not propose any solar panels. As shown in Figure 10, the roof pitches and materials are residential in character and are consistent with the roof pitches, materials and color in the immediate vicinity of the project.

Mechanical Equipment and Vents – all mechanical equipment including heating, ventilation and cooling equipment would be located within each condominium unit. None of the proposed condominiums would have roof mounted mechanical equipment.

Outdoor Recreation and Open Space – the project does not propose any on-site active outdoor recreational facilities. However, the project proposes four passive recreational areas on the site. Two shaded areas along the north side of the project that separate the three buildings provide benches for use by project residents. Two areas along the southern project boundary include a picnic table and BBQ for use by project residents. The project proposes 400 square feet of open space for each unit, which meets the city requirement.

Landscaping – As shown previously in Figure 10, the proposed landscape plan includes a variety of trees, shrubs, vines and groundcover throughout the site to buffer the site and provide an aesthetically pleasing project from the adjacent surrounding land uses and motorists on Valley View Avenue. In addition to landscaping, the project also proposes a monument sign, paved crosswalks, band colored paving and other landscape amenities to improve the aesthetics of the site for both project residents and the community.

Parking and Circulation – The proposed 24 guest parking spaces are located throughout the interior of site. The parking spaces are not concentrated within one area of the site or along the street frontage of Valley View Avenue. A parking space is proposed at the south end of Buildings 1-6, two parking spaces are proposed at the west end of the site at the west project boundary and a single space is proposed between Buildings 7-8 and 8-9. The remaining 14 parking spaces, including a handicap space, are proposed in the middle of the site at the north end of Buildings 3-4. With the exception of the single parking spaces at the south end of Buildings 1-6, all of the parking spaces are visible with direct sight lines from most of the condominiums.

Lighting – The City does not allow flood lighting and all project lighting must meet and comply with La Mirada Municipal Code Section 18.26.050 Special Development Standards, which requires all lighting of buildings, landscaped areas or similar facilities shall be arranged as not to reflect onto adjoining properties. The project is not anticipated to create new sources of substantial light and significantly impact day and nighttime light in the area.

Based on the proposed site plan, building elevations and landscape plan, the project meets the intent of the Residential Design Guidelines of the IHSP. The project would not have 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 since the existing commercial building on the site is vacant. The metal roof of the vacant commercial building is the main source of on-site glare and is minimal due to its color and texture.

The project would generate new sources of light and glare and would be greater in intensity than the existing vacant building and site improvements. New sources of light generated by the project including city required parking lot and street lights, exterior safety and security lighting, condominium interior lighting, landscape lighting and car headlights would be visible to adjacent residents south, north and east of the site. However, any proposed private street light fixtures must include shielding devices that direct or reflect light downward and away from the residences adjacent to the site. The new sources of light by the project are typical of any similar condominium development in La Mirada and are not unique to the proposed project.

Some of the light generated by the project would be closer to the existing retirement building that is adjacent to and south of the site. Therefore, the light of the project would be more visible to those residents compared to the minimal light generated by the existing vacant commercial building on the site. While project light would be somewhat noticeable to the residents east of the site due to the distance and the existing street lights on Valley View Avenue, it would not be as noticeable as the residents south of the site. Therefore, project generated light would be more visible to the residents south of the project and a lesser degree the residents east of the project compared to the existing conditions on the site. The existing residents adjacent to the site would see and experience light from

the site during the evening and nighttime hours compared to the vacant commercial building that generates minimal nighttime lighting.

The project would generate a new source of light from the automobiles that leave the site at night compared to the existing vacant site. The proposed six foot perimeter walls along the north, west and south project boundary would block and prevent automobile lights from shining directly onto the land uses to the north, west and south of the site. The headlights of cars exiting the site onto Valley View Avenue would shine largely on the garages and sides of the residences east of Valley View Avenue. Due to the distance from the site to the residences east of Valley View Avenue, interference by the existing landscaping within the median of Valley View Avenue, the existing streetlights and head lights of cars traveling on Valley View Avenue the impact of the headlights of the cars exiting the site would be less than significant. While the headlights of the cars that drive into and out of the site would incrementally increase the amount of light and glare on Valley View Avenue and other local streets, the headlights of the cars that currently travel on Valley View Avenue and other local streets generate similar light and glare in the immediate project vicinity. While the headlights of the cars generated by the project would incrementally 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 area and would not significantly impact area residents.

The project would also generate new sources of glare. While there is some glare from the existing site improvements, the project would increase glare from metal flashings, windows, automobile windows, etc. The glare could extend to the residents south, west 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 west, east and south.

The light and glare that would be generated by the project are not anticipated to significantly impact the adjacent surrounding residents due to the design of the proposed condominiums and the construction of a six foot perimeter wall along the project boundary to prevent automobile lights from shining directly onto the residences south and west of the site. The light and glare that would be generated by the project is not anticipated to be any brighter or more intense than the light and glare that are generated by other similar residential projects in the 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. 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 developed with a vacant commercial building. There is no agricultural use 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 map[2]. 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 contact. The IHSP does not allow agricultural use on the site. The project would not conflict with any existing agricultural use or a Williamson Act contract.

[2] ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/ora16.pdf

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 is no timberland or forests in the City of La Mirada. The IHSP does not allow timber or forest production on the site. 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 have no 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 (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 unhealthful fine particulate matter (PM2.5) 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 NOx, 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 $\mu g/m^3$) 2025
- 8-hour ozone (75 ppb) 2024 (old standard)
- 1-hour ozone (120 ppb) 2023 (rescinded standard)
- 24-hour PM-2.5 (35 $\mu g/m^3$) 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. Air quality impact significance for the project has therefore been analyzed on a project-specific basis.

The proposed 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 PM_{10} 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 report[3] 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 (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), 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.

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.

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.

[3] Air Quality and GHG Impact Analysis, Warmington Residential, Giroux & Associates, June 5, 2019.

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 (PM10)[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 (PM2.5)[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 Flourescence; 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 …

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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 $\mu g/m^3$ 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 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ 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 $\mu g/m^3$ 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.

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Table 2
Air Quality Monitoring Summary (2013-2017)
(Number of Days Standards Were Exceeded, and
Maximum Levels During Such Violations)
(Entries shown as ratios = samples exceeding standard/samples taken)

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 $\mu g/m^3$ (S)	1/59	2/364	11/364	3/353	17/332
24-Hour > 150 $\mu g/m^3$ (F)	0/59	0/364	0/364	0/353	0/332
Max. 24-Hr. Conc. ($\mu g/m^3$)	77.	122.	66.	74.	128.
Ultra-Fine Particulates (PM-2.5)					
24-Hour > 35 $\mu g/m^3$ (F)	1/331	6/344	3/295	1/349	6/305
Max. 24-Hr. Conc. ($\mu g/m^3$)	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/

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 $\mu g/m^3$ 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
Demolition (20 days) 15,640 sf debris	1 Concrete Saw
	1 Dozer
	3 Loader/Backhoes
Grading (4 days) 480 cy export	1 Grader
	1 Dozer
	1 Loader/Backhoe
Construction (200 days)	1 Crane
	1 Loader/Backhoe
	3 Welders
	1 Generator Set
	1 Forklift
Paving (10 days)	1 Paver
	1 Mixer
	1 Paving Equipment
	1 Loader/Backhoe
	1 Roller
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	SO_2	PM-10	PM-2.5
Year 2021						
Unmitigated	**24.7**	**22.0**	**15.4**	**0.0**	**6.0**	**3.3**
Mitigated	**24.7**	**22.0**	**15.4**	**0.0**	**3.0**	**1.7**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

As shown in Table 12, 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	15	22	6	3
Mitigated	15	22	3	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. Although project construction activities are not calculated to generate dust emissions that would exceed SCAQMD thresholds, minimizing construction emissions through enhanced dust control measures is recommended because the project is located in the SCAB and non-attainment for PM-2.5. The following measure is recommended 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

	Operational Emissions (lbs/day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area	11.1	0.8	23.0	0.1	3.0	3.0
Energy	0.0	0.2	0.2	0.0	0.0	0.0
Mobile	0.6	2.8	7.7	0.0	2.1	0.6
Total	**11.7**	**3.8**	**30.9**	**0.1**	**5.1**	**3.6**
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 south, east and west 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 projects in the City of La Mirada, would not generate any odors and impact existing adjacent residents adjacent to and in close proximity to 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?*** **No Impact.** The site is developed with a vacant commercial building. The vegetation on the site is minimal and includes introduced shrubs along a portion of the southern project boundary and a narrow strip of introduced urban landscaping along the east project boundary adjacent to Valley View Avenue. There are no wildlife species on the site. None of the existing urban introduced landscaping is a candidate for a sensitive or special status 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 existing vacant commercial building. 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, filing, 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 is one conifer on 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 tree or other 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 existing vacant building was constructed in 1968 and would be demolished by the project. The vacant building is less than 50 years old and is not a candidate as a historical resource as defined by *§15064.5 of the CEQA Guidelines.* The La Mirada General Plan does not identify the presence of any historical resources in the city. 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 has been disturbed in the past during the construction of the existing site improvements, including the vacant building, parking lot, utilities, etc. Because the site has been disturbed and no historical resources are known to exist in La Mirada, 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 705o.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.

Project compliance with Health and Safety Code Sections 7050.5-7055 and Public Resources Code Section 5097.98, related to protection of human remains would not have any human remain impacts.

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, the maximum 20 workers on-site during each phase of project construction is estimated to consume approximately 22 gallons of gasoline a day. Assuming all 20 construction workers are employed at the site for a year (52 weeks), the fuel used by construction workers commuting to the site is approximately 143 barrels (5,720 gallons) of gasoline and represents less than 0.00004 percent of the statewide transportation gasoline consumption in 2016, 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.

[4] 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, California Department of Transportation, Table 1, (2008).
[5]California 2015 Transportation gasoline consumption – 348,830 thousand barrels; https://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf

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.

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.

[6] California Building Standards Commission, 2016 California Green Building Standards Code, (2016).
[7] Ibid.
[8] Ibid.

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 2016, California consumed a total of 348,830 thousand barrels of gasoline for transportation, which is part of the total annual consumption nationwide of 3,410,051 thousand 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 2,484,993 miles per year.[11] With an average fuel economy of 18.78 miles per gallon, the project residents would consume approximately 132,321 gallons (3,308 barrels) of fuel a year associated with passenger cars. The project would consume less than 0.0002% 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 of 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.

[9] U.S. Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2016, 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] 806 VMT/day times 365 days times 2.1 drivers/dwelling unit = 2,484,993 miles/year.
[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.

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 report[13] 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.[14] No active or potentially active faults are known to pass directly beneath or adjacent to 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.

The Whittier Fault is the closest active surface fault to the site and located approximately 4.7 miles northeast of the project. Other nearby active faults further away from the site include the Newport-Inglewood, Hollywood, Duarte, Sierra Madre, Palos Verde, Chino and Elsinore. The potential for the site to have a surface fault rupture is considered low.[15]

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. These thrust faults and others in the Los Angeles area are not exposed at the surface and do not present a potential surface fault rupture hazard at the site. However, these deep thrust faults are considered active features capable of generating future earthquakes that could result in moderate to significant ground shaking at the site.

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 the design and the construction of the condominiums in compliance with the 2016 California Building Codes (CBC) and other site improvements would reduce potential fault impacts to less than significant.

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 condominiums 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?*** **Potentially Significant Unless Mitigation Incorporated.** 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 typically due to the loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

[13] Proposed Multi-Family Residential Development, 12841 Valley View Avenue, La Mirada, CA, Geocon West, Inc., January 25, 2018.
[14] Ibid, page 3.
[15] Ibid, page 4.

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. Therefore, a liquefaction analysis was performed using a historic high groundwater table of 10 feet below the ground surface, magnitude 6.65 earthquake and a peak horizontal acceleration of 0.505g (⅔PGAM). The liquefaction analysis indicates the alluvial soils on the site below the historic high groundwater level could be susceptible to approximately 2.5 inches of total settlement during design earthquake ground motion.

An additional analysis was performed to evaluate the potential for liquefaction during a Maximum Considered Earthquake (MCE) event using a historic high groundwater table of 10 feet below the ground surface, magnitude 6.65 earthquake and a peak horizontal acceleration of 0.757g (PGAM). The liquefaction analysis indicates the alluvial soils on the site below the historic high groundwater level could be susceptible to approximately 3.1 inches of total settlement during a MCE ground motion.

Based on the liquefaction analysis, the site is subject to liquefaction and subject to approximately 2.5 inches of total settlement during a design earthquake and approximately 3.1 inches of total settlement during a MCE event.[16] The following measure is recommended to reduce potential liquefaction and settlement impacts of the project to less than significant.

Mitigation Measure No. 2 Prior to the issuance of a building permit the project structural engineer shall submit to the City Engineer information to the satisfaction of the City Engineer to confirm the proposed structures would not lose the ability to support the gravity loads and/or cause the structures to collapse during a liquefaction induced Maximum Considered Earthquake event.

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 due to a landslide. Information from 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.[17] 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. Therefore, the potential for slope stability hazards to adversely affect the project is considered low.[18] 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. Because the project is greater than one acre, the developer 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.

[16] Proposed Multi-Family Residential Development, 12841 Valley View Avenue, La Mirada, CA, Geocon West, Inc., January 25, 2018, page 8.
[17] Proposed Multi-Family Residential Development, 12841 Valley View Avenue, La Mirada, CA, Geocon West, Inc., January 25, 2018, page 8.
[18] Ibid.

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 as required by a SWPPP 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.** There are no known unstable geologic or soil conditions either on or adjacent to the site that would impact the project as proposed other than liquefaction. As stated in section "VII.a.iii" above, the project is located in an area that has been mapped by the state as a liquefaction area and based on the liquefaction analysis conducted for the site the project could potentially be impacted by liquefaction. A mitigation measure is recommended to reduce potential liquefaction impacts to the project to less than significant. Based on the geotechnical report, there are no other existing soil or geotechnical conditions at the site that could significantly impact the project with the incorporation of the recommendations in the geotechnical report.[19]

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.** The upper five feet of existing soil on the site are considered to have a low expansive potential.[20] Therefore, 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 National Lumber business that operated on the site was served by an existing underground 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 would be required by the City to connect to the existing sewer line in Valley View Avenue and would not be allowed to use 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 known paleontological resources in La Mirada. The site was disturbed previously to construct the existing commercial building and other 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 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

[19] Ibid, page 10.
[20] Ibid, page 13.

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 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) CO_2e 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 CO_2e emissions shown in Table 8.

Table 8
Construction Emissions (Metric Tons CO_2e)

	CO_2e
Year 2020	258.2
Amortized	**8.6**

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 8.6 metric tons CO_2e 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	13.2
Energy Utilization	98.8
Mobile Source	424.7
Solid Waste Generation	9.0
Water Consumption	19.7
Construction	8.6
Total	**574.0**
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 574.0 $MTCO_2e$ per year, which is below the SCAQMD threshold of 3,000 MT CO_2e 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 I[21] Environmental Site Assessment (ESA) was prepared for the site. The Phase I ESA in 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 construction contractor during project grading and construction to operate and maintain the various types of motor powered construction equipment. The types of hazardous materials would include diesel fuel, gasoline,

[21] Phase I Environmental Assessment, 12841 Valley View Avenue, La Mirada, CA 90638, January 3, 2018, Hillman Consulting.

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 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.**

Property History Summary:

Based on historical data the project site was utilized for agricultural use at least until 1963. It is possible that pesticides were used on the site during the time the site was in agricultural use. Unlike chemicals today that are applied in diluted concentrations and degrade relatively quickly, the pesticides that were applied prior to 1980 can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied on the site in the past and currently present. The vacant commercial building on the property was constructed in 1968. The construction of the building would have required site work, including the stripping of top soils, de-grubbing and re-grading for the new improvements. The stripping of the top soil and grading of the site at that time would have removed or dispersed any accumulated pesticides that may have been present in the shallow soils. Therefore, the former use of the property as agricultural land is not considered to be a Recognized Environmental Concern (REC).

Asbestos-Containing Material (ACM)

Because the existing building on the site was constructed in 1968 and prior to 1990, the building could contain asbestos containing materials (ACM). The building was not specifically tested for the presence of ACMs, therefore, they could exist within the exterior stucco on the building, roofing material, suspended ceiling panels, sheetrock wall systems, wall paneling mastics, carpet mastics and floor tile with associated mastics, etc. If present, ACMs could have a potentially significant impact.

The City requires that prior to the issuance of a demolition permit to demolish the existing building that the contractor provide proof that the building was inspected for the presence of ACM and if present, all ACM is removed in compliance with local, county and state regulations. The requirement by the city for the contractor to provide proof that the building was inspected and any ACM present was safely and properly removed would reduce this potential impact to less than significant.

Lead-Based Paint

Because the existing building on the site was constructed in 1968 and prior to 1980, the building could contain lead based paint (LBP). The building was not specifically tested for the presence of LBP, therefore, LBD could exist within painted surfaces throughout the building. If present, LBP could have a potentially significant impact.

Radon

The project site is located in an area with a moderate potential for radon concentrations that exceed current USEPA action guidelines. Los Angeles County is classified as a Zone 2 or 'moderate risk' area for radon, which could be a potentially significant impact.

Mold/Microbial Damage

During the Phase I site investigation there was visual evidence of significant damage to building materials and finishes as result of moisture intrusion and/or mold/microbial growth. Significant mold growth was identified on the ceiling drywall in a storage room at the west side of the building.

The Phase I ESA did not identify any hazardous materials on or adjacent to the site. Based on the results of the site reconnaissance and records search the project would not have any significant hazardous impacts associated with lead based paint, asbestos containing materials, PCBs or other hazardous materials.

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 following measures would reduce potential impacts associated with ACMs, LBP, mold and radon, if present.

Mitigation Measure No 3 Prior to the issuance of a demolition permit the developer shall submit proof to the City Building Department that any ACMs, LBPs and mold present on the site has been removed and disposed in compliance with all applicable local, state and Federal laws and regulations.

Mitigation Measure No. 4 Prior to the issuance of a building permit, the developer shall submit information to the City Building Department that provides evidence that if radon on the site exceeds state allowable levels, measures are designed into the project to remove radon and protect residents.

The implementation of the above mitigation measures would reduce potential ACM, LBP, mold and radon impacts to the public or the environment to less than significant.

c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*** **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 that is located adjacent to and east of Foster Road Elementary School and approximately ½ mile southwest of the site, Garden Hill Elementary School that is approximately ¾ mile southeast of the site and Los Altos Elementary School that is 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 project does not propose to emit or generate any hazardous emissions or handle hazardous materials that would significantly impact any existing school 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 site is the Fullerton Municipal Airport that is approximately 4 miles southeast of the site. 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 preliminary drainage report[22] was prepared and a copy is included in Appendix D of this MND.

The project is estimated to require approximately 24,000 cubic yards of cut and 23,520 cubic yards of fill and require approximately 480 cubic yards of earth to be exported from the site. During grading and project 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.

[22] Preliminary Drainage Report, TTM 82311, La Mirada, California, X Engineering & Consulting, April 2019.

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/hydrologygis/). 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.[23]

The project proposes to maximize the amount of runoff generated by the project with the installation of a pipe storage system and two onsite drywells. A six foot diameter storage pipe approximately 140 feet in length is proposed to be installed under the parking stalls adjacent to and north of Building 3. Two drywells, one in the landscape area on each side of Alley C at Alley A where stormwater from the underground six foot diameter pipe would flow to the two dry wells for percolation on-site. The capacity of the proposed infiltration system is approximately 4,923 cubic feet of stormwater for an 85th percentile, 24-hour storm event to percolate. The project is calculated to generate approximately 4,774 cubic feet of stormwater for an 85th percentile, 24-hour storm event, therefore the proposed storm water infiltration system is adequate to serve the project.

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.

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 1.98 acres.

The project site currently generates approximately 4.5 cubic feet per second (cfs) of surface water runoff. Because the entire site is essentially impermeable, all of the surface water runoff on the site flows off-site with minimal on-site percolation. The proposed project is estimated to generate approximately 4.2 cfs of runoff with most of the runoff collected in the proposed six foot diameter underground pipe and infiltrated into the on-site soil via two on-site dry wells. Therefore, the project would decrease the amount of surface water runoff currently generated from the site 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

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

Municipal Water District and purchased water from various agencies.[24] 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 10 feet of elevation difference from its most extreme points. The site slopes approximately 2% from north to south and 1% from west to east.[25] On-site runoff flows to Valley View Avenue east of the project and once in Valley View Avenue the stormwater flows south to Adoree Street and Parise Drive and eventually to the San Gabriel River and ultimately to the Pacific Ocean.

The project proposes to maintain the existing drainage pattern on the site. 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 0.3 cfs of stormwater. 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 0.3 cfs 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 and infiltration system in compliance with the MS4 permit would reduce and

[24] Draft 2015 Urban Water Management Plan, June 15, 2016, page 33.
[25] Preliminary Drainage Report, TTM 82311, La Mirada, California, X Engineering & Consulting, April 2019, page 5.

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.[26] 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 700 feet southeast of the project. The project is more than twelve miles northeast from the Pacific Ocean and approximately 113 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 sieche, the project would not be impacted by a release of pollutants associated with a flood, tsuname 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 Preliminary Drainage Report 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 Preliminary Drainage Report. 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)[27] 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.[28] 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

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

[27] Suburban Water Systems Draft 2015 Urban Water Management Plan, June 15, 2016.

[28] 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.[29] 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 east, multi-family homes to the south, a mobile home park to the west and a commercial shopping center to the north. The project proposes to develop the 1.98- acre site with 39 condominiums on a single lot. The project would not physically divide the existing established residential and commercial 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 project is located in the IHSP. The IHSP was adopted in October 2011 and replaced the City's General Plan and Zoning for the project area. The IHSP provides a comprehensive policy and regulatory and design guidance to ensure future development and redevelopment implements the vision and adopted policy for the land within the boundaries of the IHSP.

The project site is located within PA-1 of the IHSP. A total of 344 dwelling units at a density of 45 du/ac are allowed in PA-1. PA-1 is further divided into Sub-Areas and the project site is designated as Planning Area 1B (PA-1B).

Based on Table 6-1 of the IHSP, the project site is designated for Senior Housing and Design Review is required. Because the project proposes market rate multi-family residential use and not senior housing, the project would require an amendment to the IHSP to allow the development of non-senior housing on the site.

IHSP Consistency

IHSP Dimensional Standards

Table 6-2 of the IHSP lists the dimensional standards that are required for development within the IHSP. The IHSP allows a maximum development of 45 du/ac, which for the 1.98-acre site allows the development up to 88 residential units. The project proposes 39 dwelling units at a density of 19.7 du/ac, which is less than one-half of the maximum density and number of units allowed for the site by the IHSP. Based on the dimensional standards in PA-1B of Table 6-2 the project meets or exceeds the required dimensional standards.

Although the project does not propose senior housing for the site, the proposed development plan for market rate condominiums for the site either meets or exceeds the dimensional standards for PA-1B. Therefore, the project would not have any significant land use impacts.

[29] Ibid, page 57.

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.[30] 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 that was prepared 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 and important miners within 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 report[31] was prepared for the project and is included in Appendix E of this MND.

The project site is developed with a vacant commercial building. 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 Adoree Street adjacent to and south of the site and activity at the retail shopping center adjacent to and north of the site. The residential areas adjacent to and west of the site and east of Valley View Avenue do not generate noise levels that impact the site.

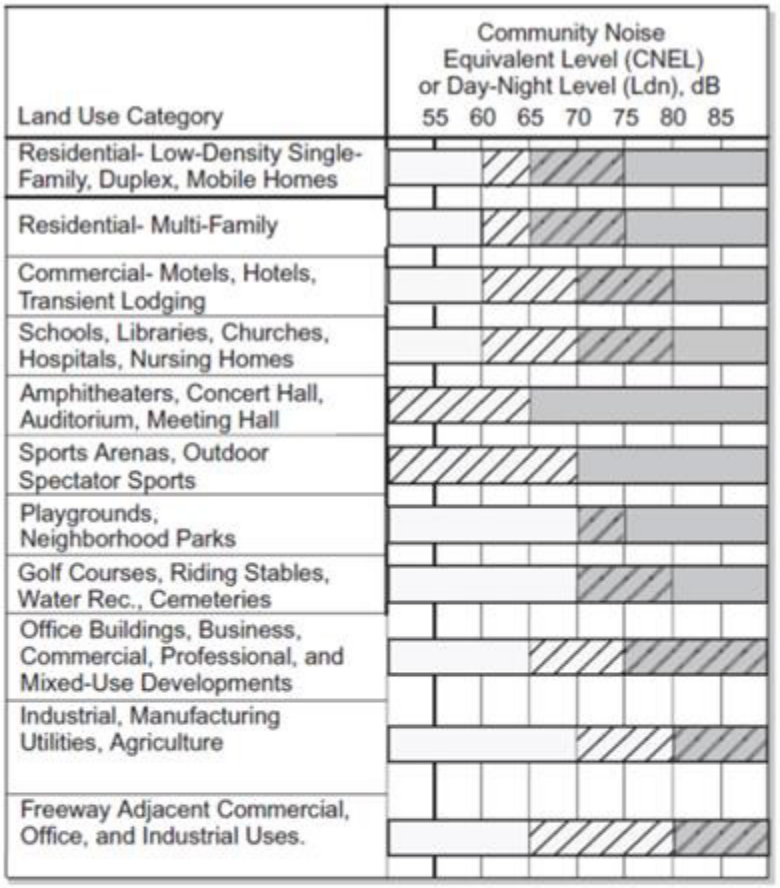
Noise Standards

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 level of 60 dB CNEL is considered to be a "normally acceptable" noise level for single family, duplex, and mobile homes involving normal conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 dB CNEL are typically considered "conditionally acceptable", and residential construction should only occur after a detailed analysis of 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).

[30] ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_209/Plate%201.pdf.
[31] Noise Impact Analysis, Warmington Residential Project, Giroux & Associates, June 8, 2019.

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.

Normally Acceptable
Specific land use is satisfactory, based on the assumption that any building is of normal conventional construc-tion, without any special

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

Normally Unacceptable
New construction or development should generally be discour-aged. If new construc-tion or development does proceed, a de-tailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

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 Thursday, December 13, 2018 at three on-site locations that are shown in Figure 12. The existing noise levels are shown in Table 10. 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 10
Measured Noise Levels (dBA)

Start Time	Leq	Lmax	Lmin
13:00	69.6	82.1	51.0
13:15	64.7	74.0	43.2
13:30	62.1	74.3	39.1

Figure 12
Noise Monitor Locations

Noise meter 1 is located in the shopping center immediately north of the site that is located adjacent to and west of Valley View Avenue. The meter was sited at this location to record the noise from the operations of the existing commercial shopping center adjacent to and north of the project. Based on the noise measurements it was observed that the majority of the noise at this location is from traffic on Valley View Avenue and very little noise with activities at the shopping center. There was minimal car traffic in the southern end of the shopping center parking lot and only an occasional delivery truck. The noise meter was approximately 80 feet from the centerline of Valley View Avenue. Monitoring experience shows that 24 hour weighted CNELs are typically 2-3 dB higher than mid-afternoon Leq readings, which translate to 71-72 dBA CNEL near the Valley View Avenue centerline.

Noise meter 2 is located near the center of the site and in front of the existing vacant commercial building, approximately 210 feet west of the centerline of Valley View Avenue. The measured Leq was approximately 65 dBA. Since the site is vacant all noise on the site is due to traffic on Valley View Avenue and other surrounding roadways.

Noise meter 3 is located on Adoree Street approximately 240 feet west of the Valley View centerline and near the senior living facility that is adjacent to and south of the site. The noise readings were Leq 62.1 dBA and associated with traffic along Valley View Avenue.

Noise impacts are considered significant if they result in:

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

b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

"Substantially" is not defined in any noise guidelines, including CEQA. The accuracy of sound level meters and of sound propagation computer models is no better than ±1 dB. This is also the human loudness difference discrimination level under ideal laboratory conditions. Most people cannot distinguish a change in the noise environment that differs by less than 3 dB between the pre- and post-project exposure if the change occurs under ambient conditions. For the 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 uses south and east of the site.

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 level mobile home park residences adjacent to and west of the site, the residents of the four-story senior housing project adjacent to and south of the site and the residents of the single-family detached homes east of the site, east of Valley View Avenue. The project proposes 6' and 9' foot retaining walls along the west and south property lines, respectively. The project proposes a rear yard setback of 20-feet from the west project boundary and the mobile homes west of the site are 5 feet from the property line, which provides a 25-foot setback for the residents of the mobile homes from the closest project residential unit. The residents of the senior housing building south of the site are approximately 15-20 feet from the property line and with a proposed setback along the southern project boundary of 10-feet, the residents south of the site would be approximately 25-feet from the closes project resident.

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 vacant building, 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 is used during for 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 11 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 11 also shows the noise level for each individual piece of equipment at a reference 50-foot distance.

Table 11
Construction Equipment Noise Levels

Phase Name and Duration	Equipment	Usage Factor[1]	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.

However, the project proposes setbacks of 20 feet along the west project boundary and 10 feet along the south project boundary that are less than the 50-foot reference distance. The project proposes a 6' block wall along the west project boundary and a 9' retaining wall along the south project boundary that would serve to block and attenuate some construction noise to the homes west and south of the site. A -6 dBA noise reduction credit was applied for the proposed retaining walls along the west and south

project boundary. As a result, the exterior noise levels at 25-feet to the adjacent residents west and south of the site are shown in Table 12.

Table 12
Construction Noise Equipment Levels at Off-Site Sensitive Uses (dBA Leq)

Phase Name and Duration	Equipment	Noise @ 25 feet	Noise Reduction for Wall	Expected Noise Level at Off-Site Receivers
Demolition	Concrete Saw	89	-6	83
	Dozer	88	-6	82
	Loader/Backhoe	80	-6	74
Grading	Grader	87	-6	81
	Dozer	88	-6	82
	Loader/Backhoe	80	-6	74
Construction	Crane	79	-6	73
	Loader/Backhoe	80	-6	74
	Welders	77	-6	71
	Generator Set	84	-6	78
	Forklift	75	-6	69
Paving	Paver	80	-6	74
	Mixer	81	-6	75
	Paving Equipment	78	-6	72
	Loader/Backhoe	80	-6	74
	Roller	80	-6	74

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 12. Therefore, the exterior and interior noise levels would be less than shown in Table 12.

The interior noise levels of the residential units west and south of the site would be approximately 25-30 dBA lower than the noise levels shown in Table 12 assuming the windows that face the project site are closed. Therefore, the project residents closest to the site and west and south of the project would experience interior noise levels of approximately 42-58 dBA during project construction.

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 42-58 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 west and south 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 in the vicinity of the project, including the residents to the south and west of the site 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 13 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 13, 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 and less than the +3 dBA significance noise threshold. Therefore, the noise level increase by the project on Valley View Avenue is less than significant.

Table 13
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 Ave./	N. of Imperial	69.9	69.9	70.0	70.0
	S. of Imperial	71.0	71.1	71.1	71.2
	N. of Site	71.3	71.3	71.4	71.4
	S. of Site	71.1	71.2	71.3	71.3
	Adoree St-Foster Rd.	71.0	71.1	71.1	71.2
	Foster Rd.-Rosecrans	71.3	71.3	71.4	71.4
	S. of Rosecrans Ave.	70.7	70.7	70.8	70.9
Rosecrans Ave./	W. of Valley View	69.5	69.5	69.6	69.6
	E. of Valley View	70.1	70.1	70.3	70.3
Foster Rd./	W. of Valley View	62.7	62.7	62.8	62.8
Adoree St./	W. of Valley View	55.4	55.6	55.6	55.8
Imperial Hwy./	W. of Valley View	71.1	71.1	71.2	71.2
	E. of Valley View	70.9	70.9	71.1	71.1

The project would potentially be impacted by traffic noise along Valley View Avenue. As shown in Table 13, 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.

The project proposes a 15-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 50 feet, for a total setback distance of 65 feet. This distance would provide a -1 dBA of noise reduction for a noise level at the closest project façade of 70 dBA CNEL.

The residences must also meet the 45 dB CNEL interior noise threshold. As discussed, the closest building façade is approximately 65 feet from the roadway centerline. The noise level at the closest building façade to Valley View Avenue would be as high as 70 dB CNEL and would require a -26 dBA noise reduction in order to meet the 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 project proposes balconies along the east side of the project that front Valley View Avenue. However, the balconies are recessed and enclosed on three sides. The three enclosed sides of the balconies reduces the noise level by approximately -3 dBA. The noise level at a receiver on the balcony would be approximately 67 dBA CNEL and exceed the 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 noise level reduction, but would limit air flow on the balconies.

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

Mitigation Measure No. 5 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 measure 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 south, west and east of the project. 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 14.

Table 14
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 15 below shows the predicted vibration levels at varying distances that are typically generated by various types of construction equipment.

Table 15
Estimated Vibration Levels During Project Construction

Equipment	PPV at 25 ft (in/sec)	PPV at 40 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 100 ft (in/sec)	PPV at 150 ft (in/sec)
Large Bulldozer	0.089	0.044	0.031	0.011	0.006
Loaded trucks	0.076	0.038	0.027	0.010	0.005
Jackhammer	0.035	0.017	0.012	0.004	0.002
Small Bulldozer	0.003	0.001	0.001	<0.001	<0.001

Source: FHWA Transit Noise and Vibration Impact Assessment

The closest homes to the project site where grading would occur is approximately 25-feet to the west and south. As shown in Table 16 at 25-feet vibration levels are below levels that could create structural damage in fragile buildings (i.e., 0.2 in/sec). The operation of jackhammers on the site that are a typical source of construction vibration would generate vibration levels below the threshold for cosmetic damage to the closest residences to the site. Based on the types of construction equipment that would be used on the site and the estimated vibration levels to the closest residences to the site from the operation of the construction equipment 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 39 market rate for-sale condominiums. At a current average of 3.16 persons per household in La Mirada[32] the project is estimated to generate approximately 123 residents, assuming the average persons per unit for the project is the same as the average household in La Mirada. The 123 residents represents less than 0.25% increase of the City's current population of 49,558[33]. This population increase assumes that all of the project residents live outside the city and would relocate to La Mirada. This 0.25% 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 incrementally increase due to the project, the increase would not significantly increase the population of La Mirada.

[32] http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/
[33] http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/

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.

In the City's adopted Housing Element,[34] 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.

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

- 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.

Imperial Highway Corridor Specific Plan

The City applied for and successfully obtained a grant to prepare the IHSP during the summer of 2009. The grant was part of the Southern California Association of Governments (SCAG) *Compass Blueprint Program* that was designed to foster comprehensive land use and transportation planning.

The following key planning factors formed the policy foundation of the Specific Plan.

- The Imperial Highway corridor is one of the areas in the City with the largest potential for economic growth. La Mirada has limited land available for commercial and employment generating development. The corridor's underutilized areas are primed for redevelopment with new uses.

- The Regional Housing Needs Assessment (RHNA) projects a housing growth need of 235 units for La Mirada through 2021. Under State law, the City is required to provide the regulatory framework to accommodate this growth need. The City's Housing Element identifies potential sites within the Imperial Highway Specific Plan area to accommodate a portion of the growth need.

- The three key intersections or nodes in the Imperial Highway Specific Plan area provide opportunities for community-gathering, entertainment and recreational areas. The residents of La Mirada strongly desire increased dining and family entertainment opportunities in the City. Currently, there are limited areas in the City that residents and visitors can frequent as destination points. The nodes are accessible by transit, car, bicycle and walking and can be enhanced to create spaces for social interaction.

- The three nodes in the Specific Plan area are surrounded by existing residential neighborhoods. Access from these neighborhoods to new development at the nodes will greatly enhance the ability of residents to frequent the retail, entertainment and recreational areas planned.

- There are significant opportunities to improve the streetscape environment along Imperial Highway. Some improvements including signage, street furniture, medians and landscaping have been made on segments of the corridor, but these improvements should extend the full length of Imperial Highway in the City. The City must coordinate with both the County of Los Angeles and the County of Orange to improve the full length.

- Since La Mirada is a community that is largely "built -out" and the Imperial Highway Specific Plan area encompasses many parcels with multiple property owners, economic development and revitalization must be achieved through creative approaches that seek to optimize the potential of already "urbanized" land.

- The Imperial Highway corridor must balance economic opportunities with residential and community-supportive uses in order to create a place for people to live, work, shop and play.

- The proximity of the corridor to institutional and civic uses such as Biola University and the Civic Center provide market potential and opportunities to extend connections beyond the Specific Plan area and provide complimentary uses and amenities.

The Imperial Highway Corridor is auto-oriented, but contains elements for pedestrians. Future development and highway improvements should incorporate health and wellness design principles. The Imperial Highway Corridor Specific Plan underscores the community's commitment in considering alternative strategies to provide new and innovative housing in the City. As part of this new development, the following guiding principles apply:

- Create a lively mixed-use environment that provides a variety of housing, retail, and recreation opportunities and choices.
- Provide for coordinated land use, urban design, transportation and infrastructure planning.
- Retain high-performing existing businesses while accommodating the recruitment of new businesses.
- Maintain and enhance a positive image of La Mirada for both residents and visitors.
- Improve pedestrian and bicycle accessibility, parking and transit to establish safety and comfort throughout the Specific Plan area.
- Create public gathering spaces within the corridor.
- Provide for community-accessible social and recreational amenities.
- Provide a variety of housing types for households with varied income levels and housing needs.
- Enhance La Mirada Creek Park as a pedestrian and recreational resource by providing and enhancing access to and from residential and commercial areas.
- Encourage a streamlined and predictable discretionary review process.
- Encourage the conservation of resources in the natural and manmade environment through sustainable development principles.
- Promote partnerships (either public-private or private- private) to share resources in an effort to revitalize the Imperial Highway corridor.
- Establish incentives for encouraging the development and construction of well -designed, safe and attractive streetscape and public elements.

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 infill sites were identified that could yield at total of 1,786 units.[35] The proposed project is located in Area #2 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.[36]

Infill Area #2 - This area is located south of the intersection of Imperial Highway and Valley View Avenue and north of Adoree Street. The potential infill site is located to the south of an existing commercial center situated on the southwest corner of Imperial Highway and Valley View Avenue. The site is occupied by a commercial use that is now closed. The property consists of 2.0 acres of land area. The development density for this area will be 45 units per acre, yielding a potential development of 90 units. The underlying development standards are regulated through the Imperial Highway Specific Plan. The development contemplated for this site will consist of Senior Housing development.

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

4.4 HOUSING GOALS AND POLICIES

4.4.1 HOUSING GOALS

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

- 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 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.

[35] City of La Mirada Housing Element 2014-2021, page 48.
[36] Ibid, page 46.

Area #1

Land Area - 5.6 acres
Zoning - Imperial Highway Specific Plan PA-1A/
Allowable Density - 45 units/acre
Potential Development - 243 units

Area #2

Land Area - 2.0 acres
Zoning - Imperial Highway Specific Plan PA-1B/
Allowable Density - 45 units/acre
Potential Development - 90 units

Figure 13
Infill Area #2

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 condominium units proposed for the site are consistent with the Housing Element by providing 39 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 east, south and west. The project density of 19.7 du/ac is less than the 45 du/ac density planned for Infill Area #2. 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 51 fewer residential units than allowed for Infill Area #2. Therefore, the project would not induce unplanned 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), Benton 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 project is required to provide 400 square feet of open space per unit or a total of 15,600 square feet of private open space. The project proposes a total of 16,826 square feet of common and private open space (6,331 square feet of common open space and 10,495 square feet of private open space), or approximately 431 square feet of open space per unit. The project would meet the amount of open space that is required for the site per the City's Municipal Code.

It is anticipated that any existing La Mirada residents that move to the project 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 report[37] was prepared for the project and is included in Appendix F.

The project is estimated to generate approximately 285 vehicle trips a day, including 18 AM and 22 PM peak hour trips as shown in Table 16.

Table 16
Project Trip Generation Summary

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

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Low-Rise)	39	DU	4	14	18	14	8	22	285

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

The following six (6) intersections were included in the study area for analysis:

1. Valley View Avenue at Imperial Highway;
2. Valley View Avenue at Project driveway;
3. Valley View Avenue at Adoree Street north;
4. Valley View Avenue at Adoree Street south;
5. Valley View Avenue at Foster Road; and
6. Valley View Avenue at Rosecrans Avenue

Current traffic counts were taken at the six intersections to determine the existing level of service (LOS) of each intersection. As shown in Table 17, all six intersections currently operate at LOS A, LOS B, LOS C and LOS D, which are considered acceptable by the City.

[37] 12841 Valley View, Traffic Impact Analysis, Ganddini Group, Inc., June 5, 2019.

Table 17
Existing (2019) 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 Project Dwy	CSS	[0.0]	A	[0.0]	A
3.	Valley View Ave at Adoree St. N.	TS	0.498	A	0.560	A
4.	Valley View Ave at Adoree St. S.	TS	0.521	A	0.550	A
5.	Valley View Ave at Foster Rd.	TS	0.789	C	0.627	B
6.	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

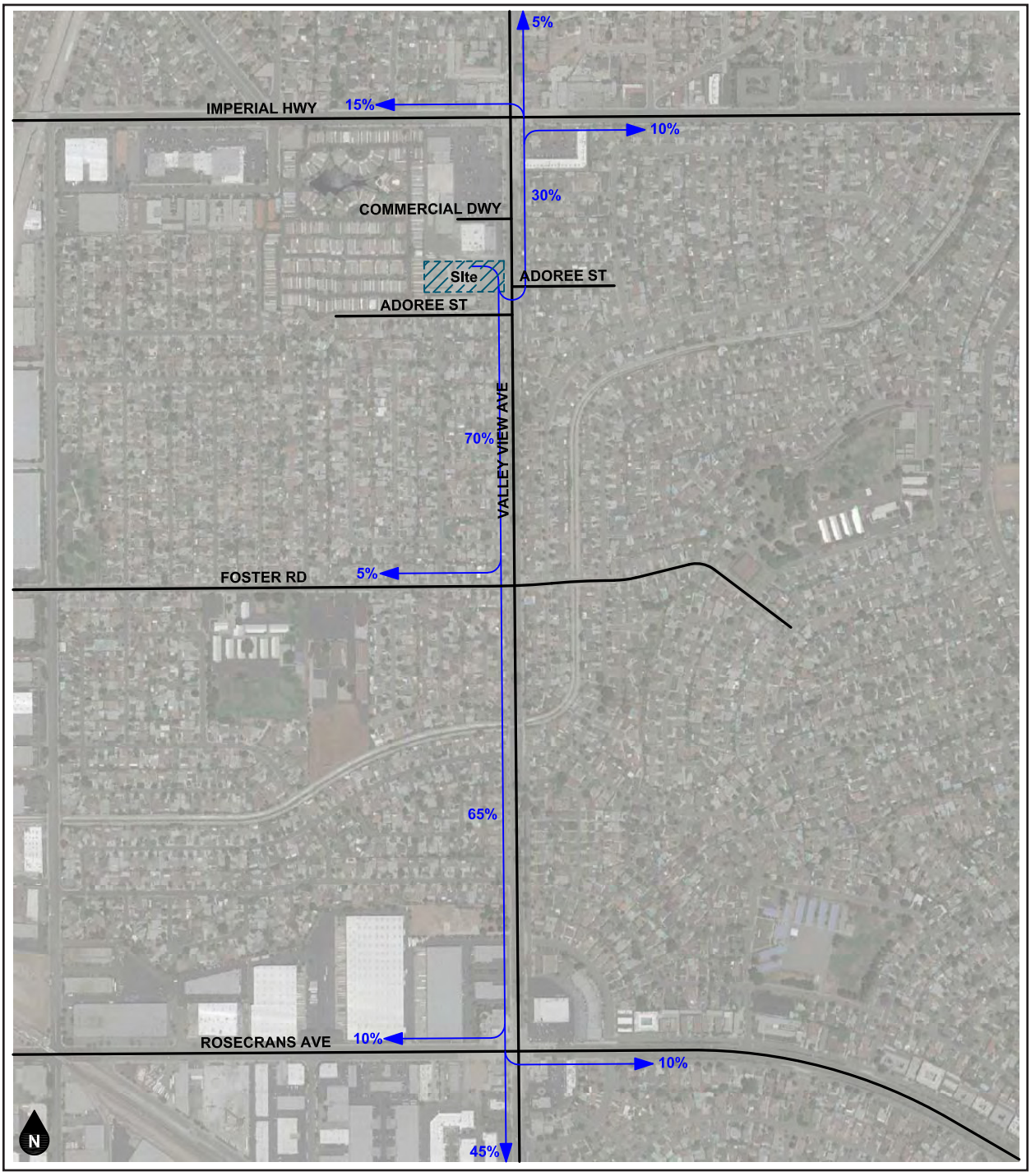
The distribution and assignment of traffic trips generated by the project were assigned to the area transportation system is shown in Figures 14 and 15. As shown, approximately 70% of outbound project traffic is assigned southbound to Valley View Avenue and 30% northbound to Valley View Avenue and approximately 70% of the inbound traffic is assigned to northbound Valley View Avenue and approximately 30% southbound on Valley View Avenue, respectively.

The six intersections were studied to determine their level of service in 2021 when the project is scheduled to be completed. As shown in Table 18, all six studied intersections would continue to operate at LOS D or better.

The project traffic would not impact the existing traffic volumes and levels of service of any area roadways or intersections.

As shown in Table 20, 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. The project would not have any significant traffic impacts.

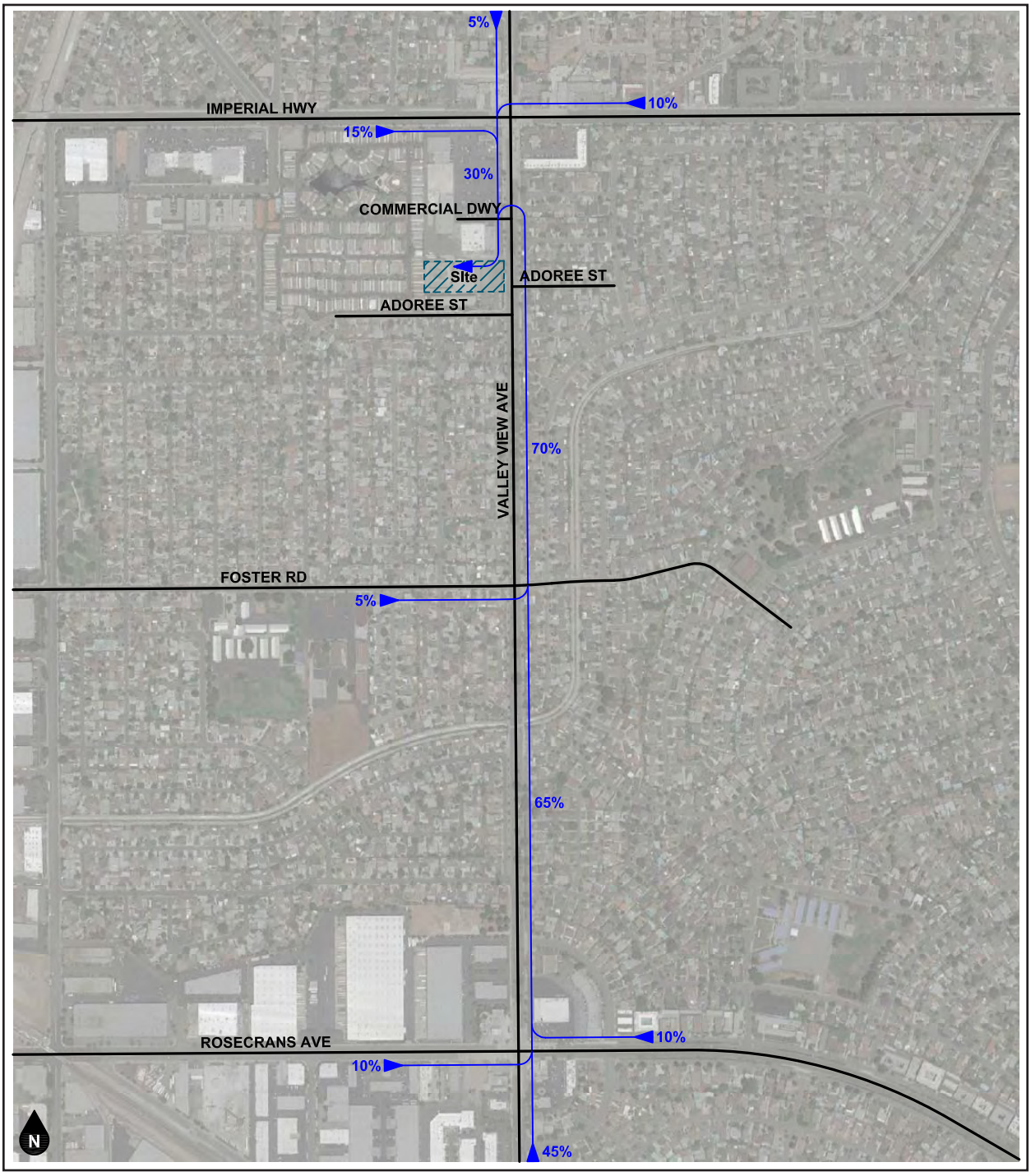
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? No Impact. CEQA Guidelines section 15064.3, subdivision (b) addresses project vehicle miles traveled (VMT). Per this section, all traffic studies must calculate the VMT of a project rather than the 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 18
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				Without Project		With Project			
			V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]	Project Change	Significant Impact?	V/C[2] or [Delay][3]	LOS[4]	V/C[2] or [Delay][3]	LOS[4]	Project Change	Significant Impact?
1.	Valley View Ave at Imperial Hwy	TS	0.850	D	0.851	D	+0.001	No	0.827	D	0.828	D	+0.001	No
2.	Valley View Ave at Project Dwy	CSS	[0.0]	A	[13.9]	B	+[13.9]	No	[0.0]	A	[12.7]	B	+[12.7]	No
3.	Valley View Ave at Adoree St N	TS	0.507	A	0.510	A	+0.003	No	0.570	A	0.573	A	+0.003	No
4.	Valley View Ave at Adoree St S	TS	0.530	A	0.533	A	+0.003	No	0.560	A	0.563	A	+0.003	No
5.	Valley View Ave at Foster Rd	TS	0.804	D	0.807	D	+0.003	No	0.640	B	0.643	B	+0.003	No
6.	Valley View Ave at Rosecrans Ave	TS	0.815	D	0.818	D	+0.003	No	0.951	E	0.954	E	+0.003	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 southeast corner of the site. The project proposes to remove this driveway and construct a new 28' wide driveway for ingress and egress near 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 and SB 18, the City mailed letters to the 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 Gabrielino- Tongva Tribe contacted the City requesting consultation.

Because the project site lies within the ancestral tribal territory of the Kizh Nation and Gabrielino-Tongva Tribe, 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. 6 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 Gabrielino 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. 7 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 Section15064.5 (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. 8 Upon discovery, the tribal and/or archaeological monitor/consultant/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. 9 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.** Wastewater generated by the project is treated at the Los Coyotes Water Reclamation plant that is owned and operated by the Sanitation Districts of Los Angeles County. The project is estimated to generate approximately 10,640 gallons of wastewater per day.[38] The existing Los Coyotes Water Reclamation plant has adequate capacity to serve the project. The project would be required to meet all wastewater treatment requirements of the Regional Water Quality Control Board and the Los Angeles County Sanitation Districts before a wastewater discharge permit would be issued. The receipt of a wastewater discharge permit by the project applicant would ensure the project meets or exceeds the wastewater treatment requirements of the Regional Water Quality Control Board. As a result, the project would not exceed the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board and the impact will be less than significant.

Existing electricity, natural gas, stormdrain, water and telecommunications facilities are located in Valley View Avenue adjacent to the site and currently served the former commercial use on the site. The utilities would have to be upgraded to adequately serve the project. All required utility upgrades would be completed within existing easements and rights-of-way none of the existing utilities would have to be relocated or upgraded and result in significant environmental impacts. The project would have less than significant impact to existing water, sewer and wastewater facilities, storm drain, electrical, natural gas and telecommunication facilities.

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 Suburban Water District would provide potable water to the project. The District has stated that it has an adequate supply of water to meet the water demand of the project without the need to construct or expand existing water facilitates. The water services to the project would be provided via an existing 12-inch line that extends along Valley View Avenue. The existing water main in Valley View Avenue has capacity to provide the required water supply for both fire flow and the needs of the project without the need to construct new water supply facilities or expand existing facilities.

[38] Los Angeles City Wastewater Generation Factors, 190 gallons/day/unit – condominiums.

The project is estimated to consume approximately 12,324 gallons of water per day[39]. Based on the Urban Water Management Plan for La Mirada 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 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 concrete and asphalt debris during the demolition of the existing vacant building and parking lot and other site improvements. Debris would also be generated during construction of the project. Demolition and construction debris such as concrete and asphalt can either be ground into small pieces and reused on the site as base material for parking lots and driveways or sold to a recycler. Other types of debris such as rocks, metal, wood, etc. that cannot be recycled would be hauled to a landfill. Once the project is constructed and operational, it is estimated to generate approximately 156 pounds of solid waste per day.[40] Of the 156 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 78 pounds of solid waste that would 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 would all applicable solid waste statues 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.[41] 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.[42] The closest State and Federal Responsibility Area

[39] 100 gallons/person/day and 3.16 people/household.
[40] http://www.calrecycle.ca.gov/. Residential - 4 pounds/day/unit.
[41] http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf
[42] http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf

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.[43] 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 geographic area would also be exposed to smoke and other pollutants associated with wildfires 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) ***Reguire 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. 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 or 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 of 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?*** **No Impact.** The project site is developed with a vacant commercial building and parking lot. There is minimal vegetation on the site and none of the vegetation includes important plants. Because the site is almost entirely developed, there are no wildlife species on the site that would be impacted by the

[43] http://frap.fire.ca.gov/webdata/maps/orange/fhszl_map.30.pdf

project. The vacant building on the site is not an example of California history, therefore no buildings that represent major periods of California history would be impacted. Similarly, there are no paleontological resources expected to occur on the site that represent California prehistory. Therefore, the project would not impact California 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.)*** **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 19 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 23 would result in any significant cumulative impacts.

Table 19
Cumulative Projects

Project	Location	Description	Status
1. The Olson Company	13811 Valley View Ave.	56 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.

CITY OF LA MIRADA CURRENT/FUTURE DEVELOPMENT PROJECTS

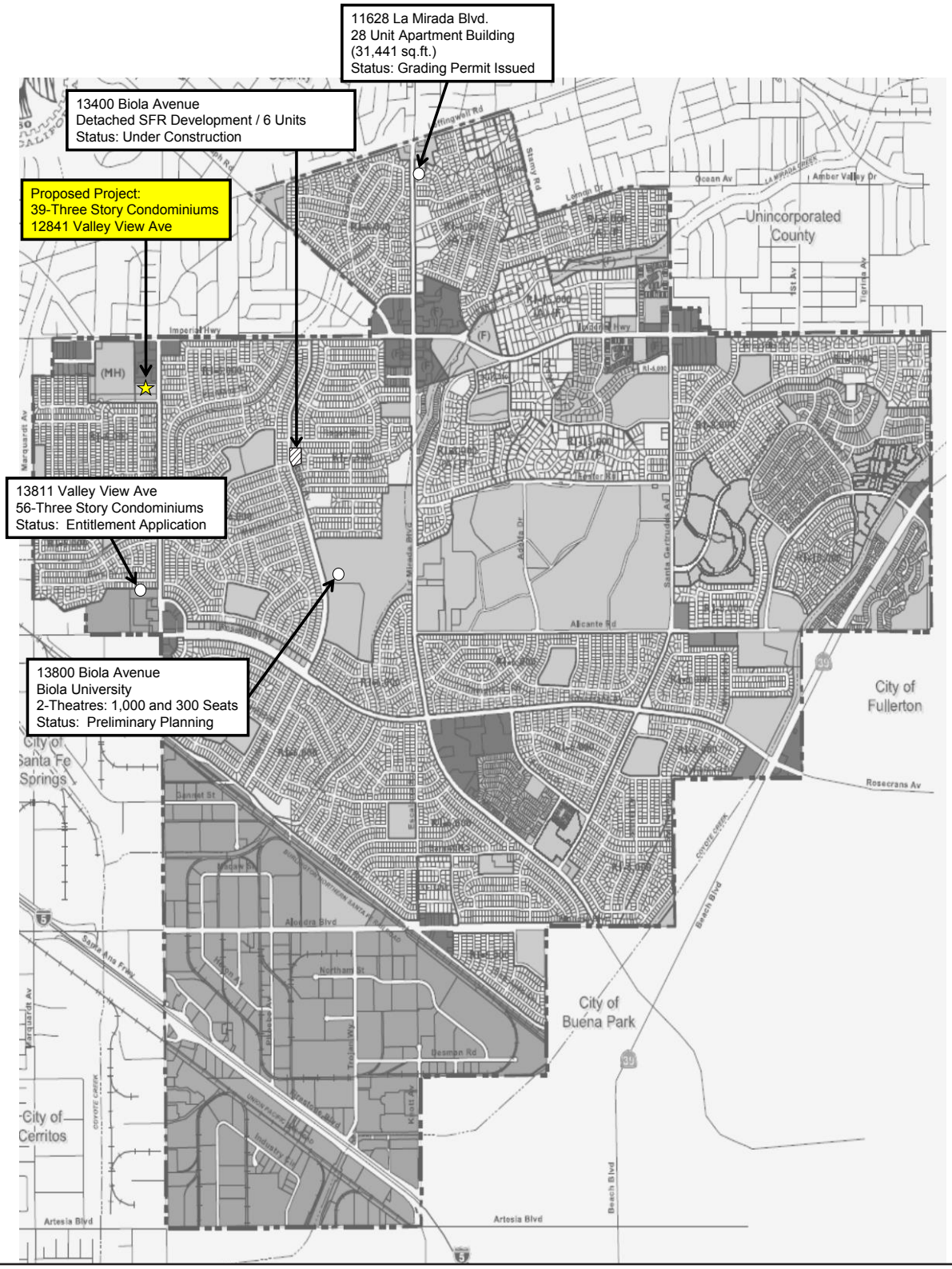


Figure 16

Cumulative Project Location Map