DRAFT

ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2019060214

VOLARA TOWNHOMES

LA HABRA, CALIFORNIA

LEAD AGENCY:

CITY OF LA HABRA
DEPARTMENT OF COMMUNITY DEVELOPMENT
110 EAST LA HABRA BOULEVARD
LA HABRA, CALIFORNIA 90631

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JANUARY 22, 2020

LHAB 031

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DRAFT EIR TRANSMITTAL

This Draft Environmental Impact Report (Draft EIR) analyzes the environmental impacts anticipated to result from the approval, construction, and subsequent occupancy of the proposed Volara Townhomes development that is proposed in the City of La Habra, California. This Draft EIR will be circulated for a period of at least 45-days as required under the California Environmental Quality Act (CEQA). This review period will allow public agencies and other interested parties to review, and if necessary, comment of the Draft EIR.

1. **Project Title:** Volara Townhomes.

2. **Lead Agency Name and Address:** City of La Habra Department of Community Development, 110 East La Habra Boulevard, La Habra, California 90631.

3. **Lead Agency Contact Person and Phone Number:** Chris Schaefer, Senior Planner. (562) 383-4100.

4. **Project Location:** The addresses that correspond to the site's location include 104, 110, 116, and 118 East Electric Avenue. The site's Assessor Parcel Number (APNs) include: 022-193-01; 022-193-02; 022-193-03; and 022-193-56. Electric Avenue, located along the northern boundary of the project, will be vacated east of Euclid Street and will be incorporated into the project.

5. **Project Sponsor's Name and Address:** Mr. Chris Segesman, Bonanni Development. 5500 Bolsa Avenue, Suite 120, Huntington Beach, California 92649.

6. **General Plan Designation:** Residential Multi-Family 1 (15-24 units/acre) and Light Industrial.

7. **Zoning:** R-4 Multi-family dwelling and M-1 Light Manufacturing.

8. **Description of Project:** The project Applicant is proposing to construct 58 townhome units on a 2.92-acre site located along the east side of Euclid Street. These units will have a total floor area of 88,522 square feet and a maximum height of 35 feet. A total of 181 parking spaces and 20,672 square feet of open space will be provided. Access will be provided by an existing 35-foot wide driveway located along the east side of Euclid Street.

9. **Surrounding Land Uses and Setting:** The project site is located in a predominantly residential area. A Union Pacific railroad right-of-way extends along the project site's northern side. A planned unit development known as the Brio Residential Specific Plan is located further north. A flood control channel extends along the project site's southern property line. A single-family residential neighborhood is located south of the aforementioned channel. Industrial uses abut the project site to the east. Finally, Euclid Street extends along the site's western side. Multiple-family residential occupies frontage along the west side of Euclid Street, opposite the project site.

10. **City Contact:** A 45-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the Draft EIR. The contact at the City of La Habra is the following person:

Mr. Chris Schaefer, Senior Planner
City of La Habra Community Development Department
110 East La Habra Boulevard
La Habra, California 90631

11. **Review Period:** The 45-day review public review period will commence on January 24, 2020 and will conclude on March 9, 2020.

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SECTION 1. – EXECUTIVE SUMMARY

1.1 PROJECT OVERVIEW

The City of La Habra, (also referred to hereinafter as the *Lead Agency*) is reviewing a proposal that would permit the construction of 58 townhome units within the 2.92-acre project site. The proposed project will also include the vacation of that segment of Electric Avenue located to the east of Euclid Street. The proposed 58 units will have a total combined floor area of 88,522 square feet and the maximum height of the new housing units will be 35 feet. A total of 181 parking spaces and 20,672 square feet of open space will also be provided. The proposed project will be deficient in parking and will be required to obtain a deviation for parking. Vehicular access will be provided by an existing 35-foot wide driveway located along the east side of Euclid Street.[1] The proposed project is described in greater detail in Section 2, herein.

1.2 PURPOSE OF THIS EIR

This Draft EIR analyzes the proposed project's short-term (construction-related) impacts and long-term (operational) impacts. The City of La Habra, in its capacity as Lead Agency for the proposed project, circulated a *Notice of Preparation* (NOP) and an Initial Study for a 30-day period to inform the public and other agencies that a Draft EIR would be prepared for the proposed project. The NOP and the Initial Study also indicated the scope and content of the environmental analysis that would be considered in the Draft EIR.

This Draft EIR will then be circulated for public review for a period of 45 days. During this 45-day review period, agencies, the public, and other interested parties are asked to review and comment on the Draft EIR. The City of La Habra will then oversee the preparation of responses to the individual comments received during the 45-day review period. Both the comments on the Draft EIR and the responses to these comments will be included in the Final EIR. The Final EIR will then be considered by the City Council for certification along with the proposed project's approval.

1.3 SCOPE OF THE ENVIRONMENTAL ANALYSIS

As part of the environmental review for the proposed project, the Lead Agency prepared and circulated an Initial Study that included a preliminary evaluation of potential impacts associated with the project's approval, construction, and subsequent occupancy. The Initial Study provided the basis for determining the nature and scope of the environmental analysis that should be undertaken as part of the EIR's preparation. The environmental analysis in this Draft EIR focused on those environmental issues where it was determined, as part of the Initial Study's preparation, that there was a potential for significant environmental impacts in the absence of mitigation. This Draft EIR analyzed a number issues identified in the NOP and the Initial Study as warranting further analysis in the Draft EIR. These issues included aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions,

[1] KTGY Architecture + Planning. *Site Plan*. Plan dated November 29, 2018.

hazards and hazardous materials, noise, population and housing, public services, transportation, tribal (cultural) resources, utilities, and mandatory findings of significance.

1.4 PROJECT LOCATION

The project area is located in the central portion of the City of La Habra. The City of La Habra is located in the northern portion of Orange County approximately 18 miles southeast of Los Angeles and 12 miles northwest of Santa Ana. The addresses that correspond to the site's location include 104, 110, 116, and 118 East Electric Avenue. The site's corresponding Assessor Parcel Number (APNs) include: 022-193-01; 022-193-02; 022-193-03; and 022-193-56.[2]

1.5 ENVIRONMENTAL SETTING

The project site is presently occupied by two buildings that were previously used as offices and for storage and miscellaneous smaller out buildings. The project site is located in a predominantly residential area. A Union Pacific railroad right-of-way extends along the project site's north side. A planned unit development known as the Brio Residential Specific Plan is located further north. A flood control channel extends along the project site's southern property line. Single-family residential development is located south of the aforementioned channel. Industrial uses abut the project site to the east. Finally, Euclid Street extends along the site's western side. Multiple-family residential occupies frontage along the west side of Euclid Street, opposite the project site.[3]

1.6 PROJECT DESCRIPTION

The proposed project, if approved, will involve the construction of 58 new, three-story townhome units within a 2.92-acre (127,043 square-feet) site. The proposed project will have a density of 19.9 dwelling units per acre (du/acre) and an overall lot coverage of 30%. The site's southern, eastern, and northern boundaries will be enclosed by a new six-foot high concrete block wall.[4] Electric Avenue, located along the northern boundary of the project, will be vacated east of Euclid Street and made a part of the project.

The proposed project will provide three different floor plan options (referred to herein as floor plans 1, 2, and 3). Floor Plan 1 will consist of seven units, Floor Plan 2 will consist of 19 units, and Floor Plan 3 will total of 32 units. Floor Plan 1 will be equipped with two bedrooms and will have a floor area of 1,429 square feet. Floor Plan 2 will feature two bedrooms and will encompass 1,453 square feet. Lastly, Floor Plan 3 will include three bedrooms and will total 1,591 square feet. These units will have a maximum building height of 35 feet.[5] A total of 20,672 square feet of common and private open space will be provided. Common open space will encompass 16,190 square feet, while the remaining 4,482 square feet of open space will consist of private open space. A total of 181 parking spaces will be provided. Of the total number of spaces that will be provided, 116 spaces will be enclosed garage spaces (a two car garage will be

[2] Quantum GIS.

[3] Blodgett Baylosis Environmental Planning. Site Survey (the site survey was untaken multiple times during May through August, 2019).

[4] KTGY Architecture + Planning. *Site Plan*. Plan dated November 29, 2018.

[5] Ibid.

provided per unit) and a total of 63 uncovered spaces will be reserved for guest parking. Two of the guest parking spaces will comply with the Americans with Disabilities Act (ADA). The provision and maintenance of the guest parking spaces will be a requirement of the Home Owners Association (HOA). Residents will not be permitted to use the guest parking spaces. Access to the project site will be provided by a 35-foot wide driveway located on the east side of Euclid Street. An internal drive aisle with a curb-to-curb width of 26 feet will facilitate internal circulation.

1.7 DISCRETIONARY ACTIONS

As currently envisioned, the project will require the approval of the following discretionary actions:

- The proposed project will require the approval of a Tentative Tract Map (the new townhome units will be owner-occupied).

- The proposed project will require the approval of a General Plan Amendment for Parcel (APN# 022-193-56) from Light Manufacturing to Residential Multi-Family 1.

- The proposed project will require the approval of the creation of a General Plan Land Use designation (Multiple-Family) for the segment of Electric Avenue that will be vacated and incorporated into the proposed project.

- The proposed project will require the approval of a Zone Change for Parcel (APN# 022-193-56) from M-1 to R-4 Planned Unit Development (PUD) Overlay designation. The PUD Overlay designation will be applied to all of the parcels and the vacated portion of Electric Avenue.

- The proposed project will require the approval of a deviation for a parking reduction as permitted by the PUD regulations. The proposed project will provide 116 spaces for the 58 residential units and 63 guest parking spaces. The City's off-street parking requirements states that 161 spaces are required for the residential units and 29 parking spaces are required. The proposed project is deficient 9 spaces for the 58 homes.

- The proposed project will require the approval of a Development Agreement.

- The proposed project will require the Completion of Design Review.

- The proposed project will require the certification of the Final EIR.

Electric Avenue, located along the northern boundary of the project, will be vacated east of Euclid Street and will be incorporated into the project. Other permits will be required as part of the proposed project's approval including a Solid Waste Facility Permit, Construction Stormwater Permit (State Water Resources Control Board), General Stormwater Permit (State of California Water Resources Control Board), Grading Permit (City of La Habra), Building Permit (City of La Habra), and Occupancy Permit (City of La Habra).

1.8 ENVIRONMENTAL IMPACT ANALYSIS

The analysis focuses on the proposed project's impacts for a number of issue areas including: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, population and housing, public services, transportation, tribal (cultural) resources, utilities, and mandatory findings of significance. The findings of the environmental analysis are summarized in Table 1-1 provided on the pages that follow.

Table 1-1
Summary of Impacts

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AESTHETIC IMPACTS		
The site lacks outdoor lighting. The only outdoor lighting in the vicinity of the project site are the two street lights located along the north side of East Electric Avenue and the two street light standards located just north and south of the project site along the east side of Euclid Street. Other sources of light include vehicular headlights, interior lighting within the existing uses, and ambient lighting from miscellaneous sources in the area. The existing on-site improvements that currently occupy the site do not produce any glare. These buildings are composed of non-reflective materials. Light sensitive receptors are located to the north, south, and west of the project site. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the project site. The Brio Community consists of two-story units. All of the units that extend along the southern portion of the Brio Community feature south facing windows on the second floor that directly face the proposed project site. The south facing windows on the *first floor* do not possess a line of sight with the project site because a concrete block wall extends along the south side of the project site. The south facing windows on the *second floor* have an unobstructed line of sight with the project site. Light sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. For many of these units, the line of sight between the project site and the individual single family units to the south is partially obstructed by vegetation and a concrete block wall that extends along the south side of the Coyote Creek channel's access easement. It should be noted that the project site is situated at a higher elevation than the units to the south, In addition, the light sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street. Similar to the light sensitive receptors located south of the project site, the sensitive receptors located west of the project site have a partially obstructed line-of-sight with the project site.	Future sources of light emanating from the project site will include vehicular headlights, exterior lighting, and interior lighting. Exterior lighting will consist of decorative lamps affixed to the units; nine 16-foot Ashbery Area Single Lamp Pole Lights; two Type 4 Ashbery Path Lights; four Kichler model #16005AZT27 shade structure downlights (recessed can lighting provided under a canopy); 14 Kichler model #16006BE27 tree/sign uplights (lights directed up from the ground); and four in-ground Kichler model #16034BBR27 lights. A majority of the aforementioned lighting will be located within the site's interior (refer to Exhibit 4-1). This light will be obstructed from public view at off-site locations by the vegetation, new units, and the concrete block walls that will be provided. A total of 10 exterior lights will also be provided in the western portion of the site that has frontage with Euclid Street. These exterior lights include two Ashbery Area Pole Lights, two in-ground Kichler model #16034BBR27 lights, and six Kichler model #16006AZT27 tree/sign uplights. The only exterior lighting located along the project site's northern boundary will be the decorative lamps affixed to the proposed unit's exterior facades. The site's eastern portion will feature two Ashbery Area Pole Lights. Finally, the site's southern boundary will contain two Type 4 Ashbery Path Lights, two Kichler model #16006AZT27 tree/sign uplights, and one Ashbery Area Pole Light. Interior lighting will consist of light generated inside of the units. Sources of interior lighting include lamps, ceiling lights, and light emanating from the screens of electronic devices such as television screens or computer monitors. This light may be obstructed by curtains.	The energy-efficient window and glazing systems that will be used for the project will dramatically reduce energy consumption because of lower heat loss, less air leakage, and warmer window surfaces. These windows feature double or triple glazing and specialized transparent coatings that will reduce or eliminate reflective glare. Aesthetic impacts are site-specific. Mitigation has been provided which will limit the amount of light spillover onto the adjacent properties. Furthermore, the site is presently blighted. The approval of the project would improve the site's visual and aesthetic conditions by introducing new modern development. As indicated previously, future sources of light will include vehicular headlights, interior lighting, and exterior lighting. A majority of the exterior lighting that will be provided will be located within the interior of the project site. Nevertheless, exterior lighting, including 16-foot tall Area Pole lights, will be provided along the site's western and southern boundaries. This exterior lighting may have the potential to introduce light trespass to the sensitive receptors located along the west side of Euclid Street and along the north side of Olive Avenue (located south of the site and Coyote Creek). As a result, mitigation will be provided to reduce potential light trespass impacts to levels that are less than significant.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AESTHETIC IMPACTS (CONTINUED)		
Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass,* which is defined as the presence of unwanted light on properties located adjacent to the source of lighting. As stated previously, light sensitive receptors are located to the north, south, and west of the project site.	Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior façade surfaces will consist of non-reflective materials, such as stucco and stone veneer. However, the individual units will be equipped with energy efficient windows.	The following mitigation measures will be required to limit light trespass: *Mitigation Measure No. 1 (Aesthetic Impacts).* The Applicant shall ensure that appropriate light shielding is provided for the parking area lighting as a means to limit glare and light trespass. The site lighting plan must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits to ensure that the proposed project does not become visible throughout the community. *Mitigation Measure No. 2 (Aesthetic Impacts).* The Applicant shall prepare an interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting to be submitted for review and approval to the Chief Building Official and Director of Community Development before building permits are issued. A reading of "0" foot candles shall be identified at property lines. *Mitigation Measure No. 3 (Aesthetic Impacts).* The Applicant must plant fast growing trees and shrubs along the south side of the project site to minimize light spillover onto the adjacent residential properties. The proposed trees/shrubs shall be identified on the landscape plan to be submitted to the Director of Community Development for review and approval prior to issuance of any building permits. The analysis indicated the proposed project would not result in substantial degradation of the existing visual character or quality of the site and its surroundings.
AIR QUALITY IMPACTS		
The City of La Habra is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile of area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, Orange County, and San Bernardino County. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the SCAB.	The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; area emissions from cleaning products and the operation of landscaping equipment; and off-site stationary emissions associated with the off-site energy generation and consumption (natural gas). The analysis of long-term operational impacts used the CalEEMod computer model developed for the SCAQMD.	Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AIR QUALITY IMPACTS (CONTINUED)		
Air Quality in the SCAB is influenced by several factors including congestion, ambient air temperatures, the amount of precipitation, industrial and construction activities, and the region's geography. The presence of mountains to the north, east, and west precludes the dispersion of particulate matter beyond the SCAB, which contributes to the exceedances of Federal ozone, PM_{10}, and $PM_{2.5}$ standards. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Orange County has not experienced an exceedance of either Federal or State ozone standards. In general, air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception. Meteorological data for downtown Los Angeles between 1918 and 2005 may best characterize the local climate. During this period, the average annual maximum temperature was 74.1° F and the average annual minimum temperature was 55.9° F. The average annual daytime temperatures in the City ranged from 55.4° F to 83.2° F, with temperatures often exceeding 100° F during the summer months. Annual rainfall in the area averaged 14.95 inches during the measurement period between 1918 and 2005 though the region has experienced a prolonged drought in the early years of the current decade. The SCAB, in general, has not attained national or State standards for ozone or PM_{10}. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street. As stated previously, the project site is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).	The analysis indicates that the operational (long-term) emissions will be below the SCAQMD's daily emissions thresholds. According to the City, there are six related projects: the City Hall Relocation/Residential development (nine single family units and 62 condominium units); Skylark development (32 condominium units); the mixed-use development at 701 East Imperial Highway (91-room hotel, 2,250 square feet fast-food restaurant with drive-thru, 2,250; the Pinnacle Residential development; the Olson Company residential development; and the Mountain View Apartments. The combined operational emissions from the seven projects (including the proposed project) will still be below the thresholds of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in Appendix B). Since the cumulative air quality emissions are under the thresholds of significance established by the SCAQMD, the potential air quality impacts are considered to be less than significant. The analysis determined the proposed project would not result in any significant impacts during construction, occupation, or in a cumulative context. Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street. The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site emissions.	Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. Rule 403 requires the watering of exposed soils up to three times per day can reduce fugitive dust emissions by as much as 55 percent. In addition, the aforementioned provision identified in the California Code of Regulations will limit the amount of particulates emitted by restricting idling time to less than five minutes. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. According to the Traffic Impact Analysis (TIA) prepared for the proposed project, all three of the study area intersections are currently operating at an LOS A. Those three study area intersections will continue to operate at an LOS A once the project is occupied. As a result, the potential impacts are considered to be less than significant. The analysis determined the proposed project would not result in any significant impacts related to the generation of substantial concentrations of criteria pollutants.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AIR QUALITY IMPACTS (CONTINUED)		
The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *Consistency Criteria 1* refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and *Consistency Criteria 2* refers to a project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation. In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant impact. In addition, the proposed project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions of the entire City of La Habra *with* the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NOx; 1,188 tons per day of CO; 18 tons per day of SOx; and 65 tons per day of $PM_{2.5}$. The proposed project's operational emissions will be well within the emissions projections estimated in the 2016 AQMP. When analyzing the project and it's alternatives in context with the Final 2016 AQMP, the difference in emissions between residential and industrial for the single M-1 zoned parcel is negligible. In fact, a 101,657 square feet warehouse (the maximum building intensity of 0.80 to 1.0) constructed within the overall project site will produce greater emissions, particularly mobile emissions from DPM.	The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the project site is located approximately 20 meters (70 feet) north of the closest single-family residence. The project will not exceed any LSTs. Based on the analysis of LST impacts, the potential impacts will be less than significant. The project's operational and construction emissions are estimated to be below the thresholds of significance outlined by the SCAQMD. As a result, the potential LST impacts are considered to be less than significant. An analysis of mobile source diesel particulate matter (DPM) emissions was prepared for the project's construction phase. The analysis of construction DPM emissions includes idling construction trucks, construction trucks travelling to the project site, idling worker trucks, worker trucks travelling to the site, and the operation of construction equipment. The City of La Habra has designated Imperial Highway (SR-90) as a truck route. Imperial Highway is located 0.70 miles south of the project site. Construction trucks are anticipated to travel south on Euclid Street to access Imperial Highway. As indicated previously, the nearest sensitive receptors include the residential development located to the north, south, and west of the project site. In addition, sensitive receptors (residential development and Las Lomas Elementary School) occupy approximately 3,364 feet of frontage from the project site, north of Imperial Highway. For the purposes of this construction DPM analysis, it was assumed that construction and worker vehicles will travel to the site by driving northbound on Euclid Street, at an average speed of 35 miles per hour. These trucks will travel a total of 6,728 feet round trip (1.27 miles) adjacent to sensitive receptors. In order to ascertain the DPM emissions for construction trucks, the 2017 EMFAC emissions factors for T-7 single construction vehicles (T-7 refers to the 2007 EMFAC vehicle code), were utilized in order to perform the analysis for construction trucks.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AIR QUALITY IMPACTS (CONTINUED)		
The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of La Habra. Projects that are consistent with the projections of employment and population forecasts identified in the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. Assuming an average household size of 3.26 persons per units, the development's anticipated population of the proposed residential development will be 189 persons. The projected number of new residents is well within SCAG's population projections for the City of La Habra. Under the implementation of the City's adopted land use policy, approximately 25,153 dwelling units would be possible under a General Plan build-out. This number of dwelling units would translate into a potential population of approximately 74,831 people. According to latest 2019 Department of Finance (DOF) estimates, the population of the City of La Habra was approximately 62,183 persons. Therefore, an additional population of 12,648 persons would be required before the buildout figure was realized. The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses in the General Plan EIR. The addition of new multiple family units on that M-1 zoned property will exceed the residential growth projections for the project site considered in the EIR since this area is currently designated in the General Plan for non residential land uses. Nevertheless, the City would be able to accommodate the additional units constructed within the portion of the site that is zoned M-1 since other City-wide residential development is well under the potential build-out figures identified in the General Plan's land use policy.	For the purposes of this analysis, construction trucks include watering trucks and cement trucks as per the CalEEMod User Guide. According to the CalEEMod worksheets prepared for this project, up to five construction trucks will travel to the site during the building's construction, resulting in approximately 10 vendor trips. The 2017 EMFAC emissions factors for LHD2 vehicles, or Light-Heavy-Duty trucks weighing no more than 14,000 pounds, were utilized in order to perform the analysis for construction worker trucks. As indicated in the CalEEMod, there will be no more than 26 workers on-site at a time. Finally, the emission factors for the individual construction equipment were derived from the SCAQMD. The project's construction trucks will result in negligible emissions. The construction vehicles will result in daily emissions that are below the 55 pounds per day threshold. A roundtrip distance of 15 miles was utilized in order to take into account the distance from the nearest freeway. The construction worker trucks will result in negligible emissions. The project's mobile source DPM emissions during the demolition phase. The number and pieces of equipment that will be used during the demolition phase was taken from the CalEEMod worksheets that were prepared for this project. The project's demolition phase will result in negligible emissions. The construction equipment will result in daily emissions that are below the 55 pounds per day threshold. The number and pieces of equipment that will be used during the site preparation phase was taken from the CalEEMod worksheets that were prepared for this project. The project's site preparation phase will result in negligible emissions. The number and pieces of equipment that will be used during the grading phase was taken from the CalEEMod worksheets that were prepared for this project. The grading phase will result in negligible emissions. The number and pieces of equipment that will be used during the construction phase was taken from the CalEEMod worksheets that were prepared for this project. The construction phase will result in negligible emissions. Table 4-12 depicts the project's mobile source DPM emissions during the paving phase. The number and pieces of equipment that will be used during the paving phase was taken from the CalEEMod worksheets that were prepared for this project. The paving phase will result in negligible emissions.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
AIR QUALITY IMPACTS (CONTINUED)		
A review of the recent developments that have occurred in the City since the General Plan was adopted indicates that there is a deficit of 379 units between the remaining residential capacity contained in the General Plan and the actual number of units that have been entitled. As a result, the potential impacts are considered to be less than significant. In addition, industrial uses will generate higher criteria pollutant emissions due to the use of diesel trucks. Assuming the site was developed as industrial, the potential operational and mobile emissions will be greater than that anticipated for the proposed project.	The construction and operation of the proposed project will result in less than significant impacts to local sensitive receptors in regards to particulate emissions because the emissions are below the SCAQMD's daily thresholds of 55 pounds. Due to the age of the buildings on-site, Asbestos Containing Materials (ACM) may be present and may be released during the interior construction and demolition activities in the absence of mitigation. The EPA and State of California specify that ACM and ACCM classified as friable, or that could become friable during demolition, are to be removed prior to demolition activities According to the EPA, non-friable ACM or ACCM represents a minimal hazard to the occupants of a building as long as the material is in a generally undamaged condition and used for its intended purpose. The National Emission Standards for Hazardous Air Pollutants (NESHAPs) require that both friable and non-friable ACM that could become friable be removed prior to renovation or demolition of buildings. The State of California Department of Occupational Safety and Health requires that friable and non-friable ACCM be removed prior to disturbance. The removal of lead based paint and/or asbestos containing materials will also be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. Therefore, the demolition that would be required to accommodate the proposed project will not affect the nearby sensitive receptors since ACM removal will be done in accordance with SCAQMD guidelines. Potential truck drivers visiting the site (construction and deliveries) must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the project's construction contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant and no mitigation is required.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
BIOLOGICAL RESOURCES IMPACTS		
The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper. The project site is currently developed and is occupied by various debris, vehicles, shipping containers, and other miscellaneous equipment. Plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. Native vegetation has been largely replaced by imported species. Unmaintained ruderal vegetation and ornamental plants and shrubs are the dominant form of plant life. The climate is Mediterranean, which is similar to the rest of the Southern California region, with moderate temperatures year-round, rainy winters, and dry summers that support a wide range of imported vegetation. Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents as well as plants used for landscaping purposes. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the La Habra Quadrangle indicated that there are five threatened or endangered species located within the aforementioned Quadrangle.	The United States Fish and Wildlife Service is responsible for enforcing the Migratory Bird Treaty Act of 1918. The Migratory Bird Treaty Act of 1918 makes it illegal to take, possess import, export, transport, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such bird except under the terms of a valid Federal permit. There are over 20 mature trees and shrubs located on-site, which may have the potential to harbor migratory birds. These mature trees and shrubs will be removed during the construction phase to accommodate the proposed project. As indicated previously, the project site abuts the Coyote Creek to the south. The Coyote Creek is classified as riverine habitat, which includes all wetlands and deepwater habitats contained within a channel. It is important to note this segment of Coyote Creek is actually a concrete lined flood control channel. Nesting and/or migratory species may be impacted by construction activities depending on the time of year. As a result, mitigation will be provided to reduce potential impacts to nesting and migratory species. The site is presently developed and there is no wetland or riparian habitat present on-site. In addition, the project site does not contain any endangered plant or tree species. The project's implementation will not result in a city or statewide loss in protected habitat.	The preceding analysis determined the proposed project may have the potential to impact nesting and migratory species during the project's construction phase. The following mitigation is required in order to protect nesting and migratory species: *Mitigation Measure No. 4 (Biological Resources Impacts).* If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
CULTURAL RESOURCES IMPACTS		
The first occupants of the Southern California migrated into the region thousands of years prior to the arrival of Europeans. The Southern California area was first occupied by Native Americans who were the descendants of the hunting and gathering peoples that migrated from Asia into North America. The time period in which these early peoples were first established in the Southern California region is uncertain, though there is archaeological evidence that a fully maritime-adapted, seafaring culture existed in Southern California at least ten thousand years ago. On the mainland, discoveries at Rancho La Brea and the recovery of artifacts at Malaga Cove on Santa Monica Bay, suggest a long history of occupation for the region. The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years. Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Both sites are located at least five miles from the project site. Another encampment was recorded in the Brea Canyon area. The nearest archeological resource to the project site is located within the West Coyote Hills area. This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. This area is located approximately two miles to the south of the proposed project site. The community was formally founded and named "La Habra" in 1896 with the establishment of a local United States Post Office. By 1916, the community had grown with stores, restaurants, hotels, commercial uses, and housing supporting a thriving citrus production and oil industry. In 1925, La Habra was incorporated with a population of 3,000 residents.	The project site is currently occupied. The City of La Habra General Plan Environmental Impact Report (EIR) indicates potential archaeological sites in the City may have subsurface and/or previously unknown deposits that would be impacted by future development, redevelopment, or other soil-disturbing activities on undisturbed soil. As a result, the General Plan EIR requires an archaeological study and monitoring for ground-disturbing activities on undisturbed soil. Formal Native American consultation was provided in accordance with AB-52. The tribal representative for the Gabrielino Kizh indicated that the project site is situated in an area of high archaeological significance. As a result, mitigation is required. Furthermore, in the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of La Habra Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant. Impacts to cultural resources are typically site-specific. Mitigation has been provided that would ensure no impacts to cultural resources would occur during the project's construction phase. In addition, the project's implementation will not result in a loss in any local or State designated historic resource as there are none on-site.	The analysis determined the proposed project may have the potential to impact cultural resources including tribal cultural and archaeological resources. As a result, mitigation is required to reduce potential impacts to levels that are less than significant. *Mitigation Measure No. 5 (Cultural Resources Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
ENERGY IMPACTS		
Electricity in the City of La Habra is provided by Southern California Edison Company (SCE). SCE has three electrical facility substations that serve the City. Natural gas service in the City of La Habra is provided by Southern California Gas Company (SCGC). SCGC maintains medium pressure facilities in nearly every street of the City. In addition, gas transmission lines are located throughout La Habra, with a high-pressure gas main located within the Union Pacific Railroad right-of-way, which generally traverses the City in an east-west direction. The project site is currently occupied by two structures totaling approximately 2,400 square feet. These two structures consume an estimated 23,616 kWh of electricity per year and 552 therms of natural gas per year (refer to Table 4-13).	Table 4-13 provides an estimate of electrical and natural gas consumption for the proposed project. The project is estimated to consume approximately 378,044 kilowatt (kWh) per year of electricity and 18,734 therms of natural gas. The existing uses currently consume an average of 23,616 kWh of electricity annually. These uses also consume approximately 552 therms of natural gas per year. Once occupied, the existing uses will result in a net increase in electricity and natural gas consumption. The project will result in a 354,428 kWh per year increase in electricity consumption and an 18,182 therms per year increase in natural gas consumption. It is important to note that the project will be constructed in compliance with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Part 6 of Title 24 requires the installation of fixtures and appliances that are certified to the Energy Commission such as windows, indoor and outdoor lighting, doors, appliances, water heaters, and insulation. The use of these materials will ensure the project's energy consumption is kept at levels that are considered to be less than significant, especially insulation, which allows buildings to retain heat or cooler indoor temperatures. In addition, Southern California Edison will be able to accommodate the development. Nevertheless, the proposed project will be required to adhere to the policy identified in the City's Climate Action Plan that requires project to be 20 percent more efficient than existing code requirement. As a result, mitigation will be provided that will achieve additional energy savings. The project will consume more energy resources than the current land use. The addition of the related projects will result in a city-wide increase in the consumption of energy resources. Nevertheless, the project and related projects will be constructed in accordance with the California Green Building Code.	The analysis determined the proposed project would not result in any significant impacts regarding energy consumption. Nevertheless, the project will be required to be 20 percent more energy efficient than the existing code requirement. The following mitigation will be required in order to comply with the City's Climate Action Plan: *Mitigation Measure No. 6 (Energy Impacts).* The project Applicant must submit building plans that identify installation of solar water heaters within all units to the Chief Building Official for review and approval prior to the issuance of any building permits. *Mitigation Measure No. 7 (Energy Impacts).* The project Applicant must submit building plans that identify installation of solar panels for all units to the Chief Building Official for review and approval prior to the issuance of any building permits. *Mitigation Measure No.* 8 *(Energy Impacts).* The project Applicant shall submit to the Chief Building Official for review and approval an Energy Efficient Program that identifies all energy savings measures incorporated into the development project that implements the City's adopted Climate Action Plan that requires a 20% energy savings above Title 24 building code requirements prior to issuance of building permits.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GEOLOGY & SOILS IMPACTS		
The City of La Habra is located in a seismically active region. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. According to the City of La Habra Hazard Mitigation Plan, earthquakes pose the greatest threat to the safety of the City's citizens and thousands of employees. Earthquakes are ranked the highest in a chart showing hazard ranks with a score of 50. The Alquist-Priolo Special Studies Zone (APSSZ) map prepared for La Habra and the surrounding area identifies two APSSZs: the Whittier-Elsinore fault and the Coyote Hills Fault. Neither fault trace extends into the project site. The project site is not located within a liquefaction or landslide zone (refer to Exhibit 4-3). A Geotechnical Report was prepared for the project by Strata-Tech Engineering. According to the Geotechnical Report, the project site is underlain with fill ranging in depth from three to 10 feet. The fill consists primarily of a mix of silt, clay, some sand, and inorganic debris. Native soils comprised of orange-brown clayey sands were also encountered on-site.	As indicated previously, the project site is underlain with fill ranging in depth from three to 10 feet. The fill consists primarily of a mix of silt, clay, some sand, and inorganic debris. Native soils comprised of orange-brown clayey sands were also encountered on-site. The site's underlying soils will be exposed during the project's construction phase. As a result, topsoil and sediment may be discharged off-site into the adjacent Coyote Creek flood control channel in the absence of mitigation. The Applicant will be required to adhere to the construction of Best Management Practices (BMPs) outlined in the Construction Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County. These construction BMPs are grouped into the following categories: erosion control, which focuses on preventing soil from being eroded by stormwater and potentially discharged from the construction site; sediment control, which focuses on preventing eroded soil from being discharged from the construction site; wind erosion control, which protects the soil surface and prevents the soil particles from being detached by wind; tracking control, which prevents or reduces the amount of sediment that is tracked to paved areas from unpaved areas by vehicles or construction equipment; non-stormwater management, which limits or reduces potential pollutants at their source before they are exposed to stormwater; and waste management and materials pollution control, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials. The City's NPDES program coordinator and inspector is responsible for ensuring compliance with the County requirements. Adherence to the aforementioned requirements will minimize soil erosion during the project's construction phase. Once occupied, the project site would be paved over and landscaped, which would minimize soil erosion. Surface runoff will be directed to the landscaped areas for filtration and absorption. Additional runoff will be directed to catch basins with inlet filters located in the internal drive aisles. This water will then be conveyed to a modular wetlands biofiltration basin in the southeast corner of the site for additional treatment.	The following mitigation is required and was taken verbatim from the Geotechnical Report: *Mitigation Measure No. 9 (Geology and Soils Impacts).* The Applicant must ensure that positive drainage is planned for the site. Drainage must be directed away from structures via non-erodible conduits to suitable disposal areas. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits. *Mitigation Measure No. 10 (Geology and Soils Impacts).* The Applicant must ensure that concrete slabs on grade will be supported on at least one feet of engineered fill compacted to a minimum of 90 percent relative compaction. Slabs must be at least four inches thick and reinforced with a minimum of No. 4 Rebars 18 inches on center. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits. *Mitigation Measure No. 11(Geology and Soils Impacts).* The Applicant must ensure that the underlying soils are kept moist prior to casting the slab. However, if the soils at grade become disturbed during construction, they should be brought to approximately optimum moisture content and rolled to a firm, unyielding condition prior to placing concrete. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GEOLOGY & SOILS IMPACTS (CONTINUED)		
	According to the Water Quality Management Plan (WQMP) that was prepared for the project, the pre-development runoff volume based on a two-year storm is 15,416 cubic feet. The post-development runoff volume based on a two-year storm drops to 9,540 cubic feet. This residual runoff will then be discharged into the Coyote Creek after it has been filtered by the on-site structural BMPs. Since the project's implementation will result in reduce runoff volumes, the potential impacts are considered to be less than significant with respect to soil erosion. In addition, the presence of vegetation and impervious surfaces also minimizes erosion. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. If soils consist of expansive clay, damage to foundations and structures may occur. According to the Geotechnical Report, the near surface soils have a medium to high expansion potential. As a result, mitigation is proposed to ensure that the underlying soils are capable of accommodating the proposed project. The project site is underlain by the La Habra formation, which dates back to the Pleistocene age. The Pleistocene age spanned from 2.6 million to 11,700 years ago and contains an abundance of well-preserved fossils. The Geology and Oil Resources of the Western Puente Hills Area prepared by the USGS indicated the discovery of tusk fragments belonging to the Elephas Imperator along Imperial Highway in La Habra. A Paleontological Resource Assessment was conducted for the City and the project area was found to contain soils containing Artificial Fill, Young Alluvial Fan Deposits, Pleistocene Alluvial Fan Deposits, and the La Habra Formation. The La Habra Formation has a high paleontological sensitivity, and paleontological resources have been encountered at two nearby localities within these sediments. These sediments have the potential to be encountered during project-related excavations. As a result, mitigation is required to minimize potential impacts to paleontological resources.	*Mitigation Measure No. 12 (Geology and Soils Impacts).* The Applicant must use a vapor barrier consisting of plastic film in areas where a moisture sensitive floor covering will be used. The vapor barrier should be properly lapped and sealed. Since the vapor barrier will prevent moisture from draining from fresh concrete, a better concrete finish could be obtained if at least two inches of wet sand is spread over the vapor barrier prior to placement of concrete. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits. *Mitigation Measure No. 13 (Geology and Soils Impacts).* All utility line backfills, both interior and exterior, must be compacted to a minimum of 90 percent relative compaction and must require testing at a maximum of two feet vertical intervals. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits. *Mitigation Measure No. 14 (Geology and Soils Impacts).* Hardscape and slab sub grade areas shall exhibit a minimum of 90 percent relative compaction to a depth of at least one foot. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GEOLOGY & SOILS IMPACTS (CONTINUED)		
		The analysis determined the proposed project may result in significant impacts to paleontological resources in the absence of mitigation. Thus, the following mitigation is required with respect to paleontological resources: *Mitigation Measure No. 15 (Geology and Soils Impacts).* The applicant/developer must retain a County-certified paleontologist approved by the City to conduct full-time monitoring during all earth-moving activities involving previously undisturbed sediments of the La Habra and San Pedro Formations along with periodic paleontological spot checks within excavation areas mapped as Quaternary alluvium exceeding depths of five feet to determine if older, paleontologically sensitive sediments are present. If paleontological resources are encountered during ground-disturbing activities, work in the immediate vicinity of the resource shall cease until a County-certified paleontologist has assessed the discovery and appropriate treatment is determined and implemented. The selected paleontologist shall be submitted to the Director of Community Development for approval and shall be retained prior to the issuance of any permits for the project. The paleontologist shall submit a final report upon completion of his work noting any findings discovered on site to the Director of Community Development prior to issuance of any Certificate of Occupancy permits.
GREENHOUSE GAS IMPACTS		
Greenhouse gases (GHG) refer to a group of compounds that are generally believed to affect global climate conditions. These greenhouse gases trap the heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). The key GHG include the following:	The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG is emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface will be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.	The preceding analysis concluded that the following mitigation is required in order to comply with Policy R2-E1 - New Construction Residential Energy Efficiency Requirements, which involves the adoption of a program that facilitates energy efficient design for all new residential buildings within the City to be 20% beyond the current Title 24 Standards.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GREENHOUSE GAS IMPACTS (CONTINUED)		
• *Carbon dioxide (CO2)* is an odorless, colorless gas, which has both natural and anthropogenic (arising from human activities) sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out-gassing. Man-made sources of carbon dioxide are from burning coal, oil, natural gas, and wood. CO2 emissions are mainly associated with fossil fuel combustion originating in California and out-of-state power plants that supply electricity to California. Other activities that produce CO2 emissions include mineral production, waste combustion, and vegetation removal. • *Methane (CH4)* is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are landfills, fermentation of manure, and cattle. • *Nitrous oxide (N2O),* also known as laughing gas, is produced naturally by microbial processes in soil and water. Man-made sources of nitrous oxide include agricultural sources, industrial processing, fossil fuel-fired power plants, and vehicle emissions. Nitrous oxide is also used as an aerosol spray propellant and in medical applications. In addition to CO2, CH4, and N2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO2, denoted as *CO2e*. In addition, there are a number of man-made pollutants, such as CO, NOx, non-methane VOC, and SO2, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions. As emissions of GHGs increase, temperatures in California are projected to rise significantly over the twenty-first century. The modeled magnitudes of the warming vary because of uncertainties in future emissions and in the climate sensitivity.	The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface will be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO_2E ($MTCO_2E$) per year for commercial projects, 3,500 $MTCO_2E$ per year for residential projects, 3,000 $MTCO_2E$ per year for mixed-use projects, and 7,000 $MTCO_2E$ per year for industrial projects. The SCAQMD currently has an established threshold of 10,000 $MTCO_2E$ per year for industrial development (according to the SCAQMD, this threshold may be used for all type of development if the lead agency does not have a threshold identified). Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. The CO_2E total for the proposed project is 623.63 $MTCO_2E$ per year, which is below the aforementioned threshold. The project's construction will result in an annual generation of 399.43 $MTCO_2E$ per year. When amortized over a 30-year period, these emissions decrease to 13.31 $MTCO_2E$ per year. These amortized construction emissions were added to the project's operational emissions to calculate the proposed project's true GHG emissions. The method described above is required by the SCAQMD in order to disclose a project's full GHG impacts. The proposed project's total operational emissions will be 636.94 $MTCO_2E$ per year, which is still below the thresholds identified by the SCAQMD. The GHG emissions estimates reflect what a townhome development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the proposed project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the proposed project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions.	This energy efficiency measure is equal to that of the LEED for Homes and ENERGY STAR programs: *Mitigation Measure No. 16 (Greenhouse Gas Impacts).* The Applicant shall submit for review and approval a demolition/construction waste recycling plan pursuant to the City's C&D Waste Management Ordinance to the Director of Public Works prior to the issuance of demolition/building permits. *Mitigation Measure No. 17 (Greenhouse Gas Impacts).* The Applicant shall have all plumbing fixtures employ Title 24 requirements to be documented on the building plans submitted to the Chief Building Official for approval prior to issuance of building permits. *Mitigation Measure No. 18 (Greenhouse Gas Impacts).* The Applicant shall install new landscaping adding to the appearance of the project site and greater facility as a whole, but also conforming to R3-A1 of the City's CAP reduction measures. The improvements shall be shown on the landscape plan to be submitted for review and approved by the Community Development Director prior to issuance of building permits. *Mitigation Measure No. 19 (Greenhouse Gas Impacts).* The Applicant shall submit an irrigation plan for the new landscaped areas that employs timers and other equipment that will maximize water conservation. Plans are to be submitted to the Director of Community Development and Director of Public Works for review and approval prior to issuance of building permits. *Mitigation Measure No. 20 (Greenhouse Gas Impacts).* The Applicant/operator shall comply with the City's waste reduction and recycling requirements. A Waste and Reduction and Recycling Plan shall be submitted to the Public Works Director for review and approval prior to issuance of a Certificate of Occupancy.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GREENHOUSE GAS IMPACTS (CONTINUED)		
	Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). In addition, the population growth that would result from project's implementation has been accounted for in the City's 2014 General Plan. The M-1 zoned parcel was not contemplated for residential development in the City's General Plan. Nevertheless, the addition of new dwelling units on that M-1 zoned parcel can be supported since many of the residential development that has been constructed within the City are less than the maximum permitted density. Based on the analysis summarized previously in the Air Quality section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. As a result, the impacts will be less than significant. As indicated previously, the City has adopted a Climate Action Plan (CAP), which provides a list of specific General Plan policies and goals that will reduce GHG emissions. The purposed of the CAP is to reduce emissions attributable to La Habra to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32; and, to reduce emissions attributable to La Habra to levels 30% below 2010 GHG emissions by year 2035. The proposed project would not be in conflict with adopted initiatives designed to control GHG emissions in the coming years. The project will also involve the redevelopment of an underutilized property and this "infill development" is seen as an important strategy in reducing regional GHG emissions. Nevertheless, the project will require mitigation to further ensure compliance with the City's Climate Action Plan. As a result, the proposed project's impacts are less than significant with adherence to the abovementioned mitigation. The proposed project, like other residential infill development proposed within the City of La Habra, will have positive cumulative impacts since new housing units would be constructed within a City that is strategically located near employment centers, entertainment, and several institutes of higher education.	*Mitigation Measure No. 21 (Greenhouse Gas Impacts).* The Applicant shall design exterior lighting to avoid wasted energy through the elimination of unnecessary lighting. The Exterior Lighting Plan shall be submitted to the Director of Community Development and the Chief Building Official for review and approval prior to issuance of a building permit.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
GREENHOUSE GAS IMPACTS (CONTINUED)		
	Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. According to the City, there are six related projects: the City Hall Relocation/Residential development (nine single family units and 62 condominium units); Skylark development (32 condominium units); the mixed-use development at 701 East Imperial Highway (91-room hotel, 2,250 square feet fast-food restaurant with drive-thru, 2,250; the Pinnacle Residential development; the Olson Company residential development; and the Mountain View Apartments. The combined GHG emissions from the seven projects (including the proposed project) will still be below the threshold of significance established by the SCAQMD. The seven cumulative projects will result in a generation of 4,274 $MTCO_2E$ per year.	
HAZARDS & HAZARDOUS MATERIALS IMPACTS		
A Phase I Environmental Site Assessment was prepared for the project by Strata-Tech, Inc (this document is provided in Appendix C). As indicated previously, the site is listed under the LUST database. According to the Phase I report, the structure located at 104 East Electric Avenue was constructed sometime between 1938 and 1947 with additions between 1977 and 1981. Currently the property appears to be two structures (104 and 106 E Electric Ave) and two fenced areas used truck and equipment storage. Building Permit records located with the City of La Habra show a permit for a 4,000-gallon Underground storage tank was issued in 1980. Bureau of Fire Prevention documents provided by the client; a 4,000-gallon UST was removed without permit in 1990. A permit was issued on April 5, 1990 for removal of the UST. One soil sample was collected from the tank pit and spoil pile. The samples were collected by Mr. Jim Cheshire and were reported as Non-Detect for Total Hydrocarbons, Benzene, Toluene, Ethyl Benzene, and Total Xylenes.	The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. No other hazardous materials would be used during the project's construction phase. The project site was listed under the LUST database, though soil testing conducted by Strata-Tech, Inc identified the presence of trace concentrations of VOCs and TPH at levels below the Regional Water Quality Control Board ESL. Therefore, no additional soil testing or remediation is required for the project site.	The preceding analysis concluded that the following mitigation is required with respect to ACM and/or LBP: *Mitigation Measure No. 22 (Hazards & Hazardous Materials Impacts).* The Applicant shall have ACM and/or LBP be removed from the site prior to any activities which will disturb these materials. Asbestos disturbance and/or removal must be conducted by a California Division of Occupational Safety and Health (DOSH) registered and State licensed asbestos removal contractor. Disturbance and/or abatement operations shall be performed under the direct supervision of a California Certified Asbestos Consultant or Certified Site Surveillance Technician. The California Certified Asbestos Consultant must be approved by the Chief Building Official prior to the issuance of a demolition permit.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
HAZARDS & HAZARDOUS MATERIALS IMPACTS (CONTINUED)		
A soil investigation was performed for the site, the results of which are summarized in the Phase II report that is provided in Appendix C that was prepared for the project by Strata-Tech, Inc. The study's analysis and preparation adhered to standard protocols and industry standards. Select soil samples were collected at 2.5 to 5 feet bgs. These soil samples were tested for Total Petroleum Hydrocarbons (TPH), Volatile Organic Compounds (VOCs), Polychlorinated Biphenyls (PCBs), and other various heavy metals. No detectable concentrations of any of the chemicals listed above were found in any of the soil samples submitted for analysis. In addition, testing of groundwater samples indicated that concentrations of the aforementioned compounds are below ESL.	In order to accommodate the construction of the project, the Applicant must demolish the existing buildings that occupy the site. According to the Phase I report, the buildings located on-site were originally constructed between 1938 and 1947. Thus, it is likely that these buildings contain Lead Based Paint (LBP) and/or Asbestos Containing Materials (ACM). LBP and/or ACM may be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the buildings present on-site. As a result, lead based paint and/or asbestos containing materials will be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. In addition, mitigation has been provided to further reduce potential impacts from LBP and/or ACM. Due to the nature of the proposed project (a 58-unit townhome development), no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. As a result, the potential impacts are considered to be less than significant with the implementation of mitigation. Impacts regarding hazards and hazardous materials are typically site specific. Adherence to all pertinent United States Department of Transportation regulations will ensure that no hazardous materials will be discharged during transport There are no schools located within one-quarter of a mile from the project site; however, there is a daycare center located within Portola Park, which is located 500 feet northwest of the project site. The Applicant will remove all of the buildings located within the project site. During these activities, lead and/or asbestos containing materials may be encountered. The handling, removal, and disposal of the aforementioned items are governed by State and Federal regulations. In addition, the project's contractors must be familiar with SCAQMD Rule 1403. Mitigation was provided in the previous subsection that would further minimize potential impacts related to LBP and/or ACM. Once occupied, no hazardous materials beyond what is typically used in a household setting for cleaning and maintenance would be used since the project is residential.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
HAZARDS & HAZARDOUS MATERIALS IMPACTS (CONTINUED)		
	The project will not require the use of chemicals or materials that require oversight by the Department of Toxic Substances Control, Environmental Protection Agency, Fire Department, SCAQMD, or Regional Water Quality Control Board. As a result, the potential impacts are considered to be less than significant. Impacts regarding hazards and hazardous materials are typically site specific. Adherence to all pertinent United States Department of Transportation regulations will ensure that no hazardous materials will be discharged during transport. These regulations will be sufficient in protecting the aforementioned daycare from an accidental release during construction. The analysis determined the proposed project may result in significant impacts regarding the release of ACM and/or LBP in the absence of mitigation.	
LAND USE & PLANNING IMPACTS		
The project site is currently occupied by two structures that were previously used as offices and for storage located in the northern portion of the site. The remainder of the site is covered over in debris, unmaintained ruderal vegetation, shipping containers, waste, operational, and non-operational vehicles, and other miscellaneous equipment. A portion of the project site is currently zoned R-4 Multi-family dwelling. In addition, a portion of the site's General Plan designation is Residential Multi-Family 1 (15-24 units/ac). Parcel Number 022-193-56 is currently zoned M-1 Light Manufacturing with a general plan land use designation of Light Manufacturing. The description of the surrounding uses and their corresponding zoning and land use designations is provided below: ● *North of project site*. A Union Pacific railroad ROW extends along the north side of the project site in an east-west orientation. A PUD known as the Brio Community is located further north. The land use designation for the area to the north containing the Union Pacific Railroad with a land use designation of Light Manufacturing followed by the Brio project having a Medium Density Residential (9-14 du/ac) land use designation and corresponding zoning designation of Euclid Street Specific Plan.	A portion of the project site is currently zoned R-4 Multi-family dwelling. In addition, a portion of the site's General Plan designation is Residential Multi-Family 1 (15-24 units/ac). Parcel Number 022-193-56 is currently zoned M-1 Light Manufacturing. In addition, Parcel Number 022-193-56 general plan land use designation is Light Manufacturing. A map depicting the zoning designations for the site and surrounding uses is provided in Exhibit 4-4. A General Plan land use map is provided in Exhibit 4-5. The project will have a density of 19.9 dwelling units per acre, which is consistent with both the site's zoning and General Plan land use development standards subject to approval of a General Plan Amendment and Zone Change. The project will have a total lot coverage of 30%, which is below the maximum permitted lot coverage of 40%. The project also complies with the maximum height requirements (the units will be 35 feet which is the maximum permitted height for the R-4 zone) as well as the open space requirements. The project will provide a total of 20,672 square feet of open space, which exceeds the required amount of 14,750 square feet. The project currently falls short of the required number of parking spaces.	The analysis determined that the proposed project will not result in significant impacts with respect to land use and planning and no mitigation is required.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
LAND USE & PLANNING IMPACTS (CONTINUED)		
• *South of project site*. The Coyote Creek flood control channel extends along the south side of the project site. A single family neighborhood is located further south. Single family dwelling units occupy frontage along the north and south side of Olive Avenue. The land use designation for the residential neighborhood to the south is Low Density Residential (0-8 du/ac), while the corresponding zoning designation is R-1C – One Family Dwelling. • *East of project site*. Various industrial uses are located east of the project site. The land use designation for the area to the east is Light Industrial, while the corresponding zoning designation is M-1– Light Manufacturing. • *West of project site*. Euclid Street extends along the west side of the project site in a north-south orientation. Multiple family dwelling units are located along the west side of Euclid Street. The land use designation for the area to the west is Residential Multi-Family 1 (15-24 du/ac), while the corresponding zoning designation is R-4– Multiple Family Dwelling.	While the project as a whole is consistent with the proposed zoning standards, the project's implementation will require a Zone Change (ZC) and General Plan Amendment (GPA) to change the zoning and general plan designation of Parcel Number 022-193-56 to R-4 and Residential Multi-Family 1 (15-24 units/ac), respectively. The approval of the Zone Change and General Plan Amendment will facilitate development on a site that was previously analyzed for industrial uses. The City's General Plan EIR anticipated the development of industrial uses on Parcel Number 022-193-56 and growth forecasts and utility consumption rates were prepared taking into account the development of that site with industrial uses. While residential uses were not originally contemplated for this parcel, the number of units that will be constructed as part of this project falls within the anticipated number of units contemplated in the General Plan for the entire City. The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. These residential zoned parcels have a maximum potential buildout of 29 dwelling units. The City determined that adequate services were available to accommodate up to 29 dwelling units within these three parcels. In addition, the construction and operational air quality, greenhouse gas, noise, traffic, and public services impacts related the site's development with 29 residential units was analyzed in the City's 2014 General Plan Environmental Impact Report. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses. The development of the remaining 29 units within the M-1 zoned properties was not contemplated in the General Plan.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
LAND USE & PLANNING IMPACTS (CONTINUED)		
	Nevertheless, the 29 remaining units are well within the growth forecast estimates that was prepared for the City. There are other residential projects in the City that were constructed below the maximum permitted build-out permitted under the General Plan. This residual allocation of units can therefore be applied to the potential for 29 new residential units proposed for the M-1 zoned parcel located in the eastern portion of the project site. Furthermore, based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units. The proposed project is consistent with the General Plan policies identified previously. As a result, the potential impacts are considered to be less than significant. The Zone Change and General Plan Amendment that will be required to accommodate a portion of the proposed project will not result in significant cumulative impacts. Although the development of the 1.20-acre M-1 zoned parcel with residential was not contemplated in the General Plan, the number of units proposed is well within the General Plan Buildout, especially when taking into consideration that the Cervetto project was constructed below the maximum permitted density as shown above. In addition, based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units.	
NOISE IMPACTS		
The existing ambient noise environment is dominated by vehicles travelling along Euclid Street near the southern portion of project site. The major source of noise that is currently impacting the project site and will continue to potentially impact the project site is vehicular traffic on Euclid Street. To assess the potential ambient noise levels in the area, noise measurements were taken during a weekday (Monday, Wednesday, and Friday).	The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual pieces of equipment. The model assumes an 8.0 dBA reduction due to attenuation from the existing block wall located along the south side of the project site.	The analysis determined that the proposed project will require mitigation to reduce construction noise. However, the project's occupation will not require mitigation since no significant noise impacts will occur once the project is operational.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
NOISE IMPACTS (CONTINUED)		
The measurements were recorded over a 24-hour period at the following times: 12:00 AM, 3:00 AM, 5:00 AM, 7:00 AM, 12:00 PM, 3:00 PM, 5:00 PM, 7:00 PM, and 9:00 PM. Other sources of noise observed during the field survey that was conducted for the project site include dogs barking, landscape equipment, and human interaction. An *Extech Model 407730* Digital Sound Meter was used to conduct noise measurements. A series of 100 discrete measurements were recorded for each time period. The measurements were captured five feet above the ground surface and were captured free from any obstructions. The measurements were taken over a 24 hour period. The average noise levels during the measurement period were 62.8 dBA. According to Table 7-1 – Land Use Compatibility with Community Noise Environments in the City of La Habra General Plan, the project site is located within Zone B, Compatible with Mitigation. On that segment of Euclid Street between La Habra Boulevard and Lambert Road, the CNEL at 100 feet from the roadway centerline is 60.1 CNEL. The 65 CNEL contour is located 47 feet from the roadway's centerline. As a result, the majority of the project site is located in an area where the traffic noise levels from Euclid Street are below 65 CNEL. At this distance, none of the proposed units would be located within the 65 CNEL contour. This information was derived from Table 7.3-17 in the City of La Habra General Plan Appendix. The noise contours are shown in Exhibit 4-7. The nearest sensitive receptors to the project site are discussed herein. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. For many of these units, the line of sight between the project site and the individual single family units to the south is partially obstructed by vegetation and a concrete block wall that extends along the south side of the Coyote Creek channel's access easement. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street. The proposed project is considered to be a sensitive receptor since it is residential in nature other nearby sensitive receptors are located approximately 70 feet south of the project site.	The construction noise modeling was executed for the demolition, site preparation, grading, building construction, and paving phases. The noise modeling also took into account the presence of the concrete block wall along the south side of the project site. This wall will attenuate noise by up to 8.0 dBA. The FHWA model does not consider topographic variations. According to the construction noise model, noise levels are expected to average 70.6 dBA during the demolition phase; 75.1 dBA during the site preparation phase; 74.5 during the grading phase; 73.2 during the building construction phase; and 76.7 dBA during the paving phase. The average noise levels for the entire construction phase are anticipated to be 74 dBA at the nearest sensitive receptor. Furthermore, no impact generating devices, such as jackhammers, will be used during the project's construction, which will further reduce the amount of vibration the nearest sensitive receptors will be exposed to. As indicated in the Noise Control Ordinance, construction noise is exempt from the requirements identified in the Code. Nevertheless, construction is prohibited during the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Adherence to the aforementioned requirement will minimize the exposure of sensitive receptors to excessive noise levels during the evening or weekend hours. Adherence to the mitigation provided on the following page will further reduce construction noise levels. The inclusion of the mitigation provided on the following page will bring average construction noise levels below 65 dBA. On that segment of Euclid Street between La Habra Boulevard and Lambert Road, the CNEL at 100 feet from the roadway centerline is 60.1 CNEL. The 65 CNEL contour is located 47 feet from the roadway's centerline. As a result, the majority of the project site is located in an area where the traffic noise levels from Euclid Street are below 65 CNEL. At this distance, none of the proposed units would be located within the 65 CNEL contour.	The analysis determined that the proposed project will require the following construction noise mitigation: *Mitigation Measure No. 23 (Noise Impacts).* The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise. Such certification shall be provided to the Chief Building Official for his review and approval prior to the issuance of any permit for the project. *Mitigation Measure No. 24 (Noise Impacts).* The Applicant shall place temporary noise barriers to be erected along the site's northern, southern, and western boundaries. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet high with a minimum width of half an inch must be used. These barriers must be identified on the building plans to be reviewed and approved by the Chief Building Official and in place prior to the commencement of demolition and construction activities. The City Inspector must confirm the presence of the barriers prior to the issuance of a demolition permit. *Mitigation Measure No. 25 (Noise Impacts).* The applicant shall construct 8-foot-high noise barrier setback 10 feet from the western property line for the three units that occupy frontage along the east side of Euclid Street. The 8-foot-high noise barrier shall consist of a decorative 30-inch-high block wall then extended upward with a plexiglass barrier. The thickness of the plexiglass is to achieve an 8.0dBA reduction. The precise location of the sound barrier shall be detailed on the building plans to be submitted to the Chief Building Official and the Director of Community Development for review and approval prior to issuance of any building permit. The wall must be erected prior to the issuance of a Certificate of Occupancy. The analysis determined that the proposed project will not require mitigation since no significant ground-borne noise or vibration impacts will occur during the project's construction and occupation.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
NOISE IMPACTS (CONTINUED)		
	Roadway noise emanating from Euclid Street will be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation which will further reduce interior noise levels. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA. Noise reductions of up to 20 dBA are possible with closed windows. As a result, the potential impacts are considered to be less than significant. Future sources of noise generated on-site will include noise from vehicles traveling to and from the project and noise emanating from future guests and residents. Noise generated within the project site would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. As indicated previously, the nearest sensitive receptors are located 70 feet south of the project site. The new six-foot high concrete block wall that will be provided along the project site's boundaries will further attenuate noise by obstructing the line-of-sight between the project site and the adjacent sensitive receptors and noise generators. The presence of the concrete block wall will contribute to an eight dBA minimum reduction. Finally, roadway noise will also be attenuated by the proposed units. Buildings that completely shield a nearby sensitive receptor from a noise source lead to reductions of 15 dBA. As a result, operational noise emanating from the project site will not have a significant impact on nearby sensitive receptors and no operational mitigation is required The addition of the project's trips as well as the cumulative trips estimated in the Traffic Impact Analysis will not be great enough to result in a doubling of traffic volumes along Euclid Street (all of the study intersections analyzed will continue to operate at a Level of Service A).	The analysis determined that the proposed project will require the following mitigation: *Mitigation Measure No. 26 (Noise Impacts).* The Applicant shall not utilize pile drivers or auger type equipment. A note to this effect shall be placed on the building plans to be submitted to the Chief Building Official for review and approval prior to the issuance of a grading permit.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
NOISE IMPACTS (CONTINUED)		
	In addition, once occupied, the project will not result in the generation of excess noise since the project will require the use of heavy machinery or trucks. Furthermore, mitigation will be provided to reduce construction noise. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. The project's implementation would not require deep foundations since the underlying fill soils would be removed and the proposed improvements would have a maximum height of less than 40 feet. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. As shown in the construction noise model, the project's construction would not require the use of impact producing equipment. Once occupied, the overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. In addition, the project will not result in the exposure of nearby residents to the generation of excessive ground-borne noise due to the nature of the proposed use (no heavy machinery or equipment is anticipated to be in operation once the project is complete).	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
NOISE IMPACTS (CONTINUED)		
	The proposed project's future residents will be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant. The addition of the project's trips as well as the cumulative trips estimated in the Traffic Impact Analysis will not be great enough to result in a doubling of traffic volumes along Euclid Street (all of the study intersections analyzed will continue to operate at a Level of Service A). In addition, once occupied, the project will not result in the generation of excess noise since the project will require the use of heavy machinery or trucks. Furthermore, mitigation has been provided to reduce construction noise.	
POPULATION & HOUSING IMPACTS		
According to the California State Department of Finance as of January 1, 2019, the City's population was 63,542 persons and the number of housing units was 20,710 units. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of La Habra is projected to add a total of 7,400 new residents through the year 2040. Assuming an average household size of 3.26 persons per units, the development's anticipated population of the proposed residential development will be 189 persons. The projected number of new residents is well within SCAG's population projections for the City of La Habra. As indicated in the City's General Plan EIR, the General Plan buildout will result in 74,831 people, 25,634 jobs, and 25,153 housing units. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs.	Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following: ● *New development in an area presently undeveloped and economic factors which may influence development*. The project site is currently occupied by two structures previously used for offices and storage and miscellaneous items. ● *Extension of roadways and other transportation facilities*. The proposed project will utilize the existing roadways, driveways, and sidewalks.	The analysis determined that the proposed project will not require mitigation since no significant population and housing impacts will occur during the project's construction and occupation.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
POPULATION & HOUSING IMPACTS (CONTINUED)		
	● *Extension of infrastructure and other improvements.* The proposed project will utilize the existing infrastructure. The installation of these new utility lines will not lead to subsequent development. ● *Major off-site public projects (treatment plants, etc.).* The proposed project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants ● *The removal of housing requiring replacement housing elsewhere.* The site does not include any residential units. As a result, no replacement housing units will be required. The project will introduce 58 new dwelling units to the property. ● *Additional population growth leading to increased demand for goods and services.* The proposed project will lead to a direct increase in the City's population. Nevertheless, the population increase (189 new residents) that will be facilitated by the proposed project has been taken into account by the City and SCAG. ● *Short-term growth-inducing impacts related to the project's construction.* The proposed project will result in temporary employment during the construction phase. The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses in the General Plan EIR.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
POPULATION & HOUSING IMPACTS (CONTINUED)		
	The addition of new multiple family units on that M-1 zoned property will exceed the residential growth projections considered in the EIR since this area is currently designated in the General Plan for non residential land uses. The development of the remaining 29 units within the M-1 zoned properties was not contemplated in the General Plan. Nevertheless, the 29 remaining units are well within the growth forecast estimates that was prepared for the City. There are other residential projects in the City that were constructed below the maximum permitted build-out permitted under the General Plan. This residual allocation of units can therefore be applied to the potential for 29 new residential units proposed for the M-1 zoned parcel located in the eastern portion of the project site. An example of a residential development that was constructed below the maximum permitted build-out was the Cervetto development located along the north side of Whittier Boulevard. The Cervetto project includes 32 units on a site encompassing 4.5 acres. The Cervetto site's underlying General Plan land use designation is *Mixed Use* which would permit between 37 units per acre up to a maximum of 50 units per acre. This translates into a development potential of between 166 units and 225 units. Therefore, the Cervetto project provided between 134 to 193 fewer dwelling units than what was permitted for the site under the City's General Plan build-out. This residual allocation of units (134 to 193 units) for the Cervetto project will be applied to the potential for 29 new residential units proposed for the M-1 zoned parcel located in the eastern portion of the project site. Furthermore, based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units. As a result, the potential impacts are considered to be less than significant. As indicated in the City's General Plan EIR, the General Plan build-out will result in 74,831 people, 25,634 jobs, and 25,153 housing units. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
POPULATION & HOUSING IMPACTS (CONTINUED)		
	Although residential development proposed within the M-1 zoned parcel was not contemplated in the City's General Plan, the increase in dwelling units and population can be accommodated by the City since the increase in the number of dwelling units and population is within the estimates provided in the General Plan. Finally, based on the previous analysis included in the Air Quality section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units.	
PUBLIC SERVICES IMPACTS		
The proposed project will receive emergency services from the Los Angeles County Fire Department (LACFD) under contract with the City of La Habra. The City is served by the LACFD's Battalion 21 which also serves the cities of Whittier and Norwalk. The LACFD maintains and operates three stations located within the City and an additional station located in La Mirada on property owned by the City of La Habra (Stations #191, #192, #193, and #194). ● *Station #191* is located at 850 West La Habra Boulevard and is staffed with one assessment engine, which is an engine company with some limited paramedic capabilities and one paramedic squad. Station #191 is the first response station for the site. ● *Station #192* is located at 520 South Harbor Boulevard and is staffed with one assessment engine. ● *Station #193* is located at 1000 West Risner Way and is staffed with one assessment engine. ● *Station #194* is staffed with one assessment engine and also serves the City of La Mirada.	The closest station to the project site is Los Angeles County Fire Station Number 191, located 0.60 mile northwest of the project site along the south side of La Habra Boulevard. The approximate response time to the project site would be well under the five-minute average for the City. In addition to the aforementioned local resources, the LACFD is able to draw on those resources from other LACFD stations and other jurisdictions where mutual aid agreements are in place. The new construction will be required to conform to current fire safety standards and regulations (including the installation of interior sprinkler systems). The new development will also be subject to review and approval by the LACFD to ensure that safety and fire prevention measures are incorporated into the project. Compliance with fire code requirements will reduce potential impacts to levels that are less than significant. The La Habra Police Department (LHPD) provides law enforcement services in the City of La Habra. The Police Department headquarters is located in the Civic Center complex at 150 North Euclid Street. The LHPD does not have an established officer per population standard, but has indicated that the current ratio of 1.1 officers per 1,000 residents is sufficient to provide basic law enforcement services to the community. Mitigation is provided herein that will ensure response times remain unaffected by the proposed project.	The analysis determined that the proposed project will require mitigation to maintain adequate Police Department response times and service ratios. The analysis determined that the proposed project will require the following mitigation: *Mitigation Measure No. 27 (Public Services Impacts).* The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) are identified on the building plans that employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued. *Mitigation Measure No. 28 (Public Services Impacts).* The Applicant's building and site improvements plans shall conform to the City of La Habra Security Ordinance standards as required by the Police Chief and the Chief Building Official before building permits are issued.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
PUBLIC SERVICES IMPACTS (CONTINUED)		
The La Habra Police Department (LHPD) provides law enforcement services in the City of La Habra. The Police Department headquarters is located in the Civic Center complex located at 150 North Euclid Street. The LHPD is authorized to staff 71 sworn and 37 non-sworn or civilian staff. At present, the LHPD has 65 sworn employees, one employee in the police academy, and is recruiting to fill the remaining open positions. The City's 2019 population of 63,542 residents and La Habra's 71 currently sworn staff and 37 non-sworn staff totals 108 staff members. The LHPD provides approximately 1.05 officers per 1,000 residents. The LHPD does not have an established officer per population standard, but has indicated that the current ratio of 1.05 officers per 1,000 residents is sufficient to provide basic law enforcement services to the community. The proposed project is located within the attendance boundaries of the La Habra City School District and the Fullerton Joint Union High School District. The La Habra City School District (LHCSD) serves nine schools consisting of elementary and middle schools. The Fullerton Joint Union High School District provides educational services for students in grades 9 through 12. The City of La Habra contains a total of 24 parks encompassing approximately 135.6 acres. These parks are divided into three categories—Mini Parks, Neighborhood Parks, and Community Parks—based on usage and not on size. La Habra's five Mini Parks are defined as special use facilities. These parks are designed to provide passive open space with emphasis on aesthetics rather than formal recreational facilities. The City also has 14 Neighborhood Parks located within or near the City's residential neighborhoods. La Habra's five Community Parks serve several residential neighborhoods and offer a wide range of indoor and outdoor recreational opportunities. The City currently has a park ratio of three acres per 1,000 residents. The City's General Plan establishes a park ratio that is more stringent. This park ratio is indentified in the following policy: ● *OS 2.1 Parkland Standard.* Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health. In order to maintain this ratio, the Applicant must pay the mandatory park development fees pursuant to Section 15.48.030 of the La Habra Municipal Code.	The proposed project site is located within the La Habra City School District (LHCSD), which serves nine schools consisting of elementary and middle schools. The Fullerton Joint Union High School District provides educational services for students in grades 9 through 12. The proposed project is located within the attendance boundaries of the La Habra City School District and the Fullerton Joint Union High School District. Both the La Habra City School District and the Fullerton Joint Union High School District established student generation rates in order to determine the number of students a potential development may result in. As indicated previously, the project will include the construction of 58 multiple-family units. Therefore, the project will generate up to 25 elementary school students (58 units X 0.435=25), 12 middle school students (58 units X 0.201= 12), and 11 high school students (58 units X 0.182= 11). The closest elementary school is Las Lomas Elementary School, located 0.36 miles to the southwest of the project site. The closest middle school is Washington Middle School, located 0.30 mile to the northeast of the project site. In order to conform to AB 2926 (an assembly bill that gave school district's the authority to impose development impact fees), the project Applicant would be required to pay all pertinent school development impact fees. The closest parks to the project site are Portola Park and Brio Park, which are both located approximately 500 feet north of the project site on both sides of Euclid Street. A total of 20,672 square feet of common and private open space will be provided. Common open space will encompass 16,190 square feet, while the remaining 4,482 square feet of open space will consist of private open space. Although sufficient open space is provided for the project, the development may result in an incremental increase in the use of existing park and recreational facilities. The City currently has a park ratio of three acres per 1,000 residents. As indicated previously, the City's General Plan identifies as standard of 2.5 acres per 1,000 residents. In order to obtain this ratio pursuant to the City's General Plan, the Applicant must pay the mandatory park development fees pursuant to Section 15.48.030 of the La Habra Municipal Code.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
PUBLIC SERVICES IMPACTS (CONTINUED)		
	Other governmental services include library services. The population increase that will result from the project's implementation will be within the estimates provided in the General Plan EIR. As a result, the impacts are considered to be less than significant. While the development of the M-1 zoned parcel with residential development was not contemplated in the General Plan, the population increase that would result is well within the estimates identified in the General Plan. Therefore, the increase in demand for public services could be accommodated since the citywide increase in demand was accounted for in the General Plan EIR.	
TRANSPORTATION IMPACTS		
In compliance with the scoping agreement approved by the City of La Habra, level of service analysis is performed for the following intersections: ● Euclid Street at Electric Avenue; ● Euclid Street at Olive Avenue; and, ● Euclid Street at Mountain View Avenue. The scoping agreement indicated that an analysis of the intersections of Euclid Street at Lambert Street and Euclid Street and at La Habra Boulevard would not be required due to the proposed project's low peak hour traffic volumes and the relative good level of service at these two intersections (LOS C for the Lambert/Euclid intersection during both the AM and PM peak hour and LOS A during both the AM and PM peak hour for the La Habra/Euclid intersection. The following scenarios are analyzed for study intersections in order to evaluate the potential traffic impact generated by the project: ● Existing Conditions; ● Existing Conditions plus Project; ● Opening Year (2020) Conditions without Project; and, ● Opening Year (2020) plus Project.	Trip generation represents the amount of traffic attracted and produced by the project development. Trip generation rates were derived from the Institute of Transportation Engineers (ITE) *"Trip Generation"* Tenth Edition. The proposed project is expected to generate 316 daily trips, with 21 trips occurring during the morning peak hour and 26 trips occurring during the evening peak hour. Based on the traffic distribution assumptions, 10 trips will travel northbound on Euclid Street and 10 trips will travel southbound on Euclid Street during the morning (AM) peak hour. For the evening (PM) peak hour, 13 trips will travel northbound on Euclid Street and 13 trips will travel southbound on Euclid Street. Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the project site, among many other factors. The trip distribution pattern for the project is illustrated on Exhibit 4-11. The traffic assignment is based on the origin and destination of the project-related trips which is then compared to the proposed project's access.	The analysis determined that the proposed project will require the following mitigation with respect to maintaining an adequate line-of-sight at the project's driveway: *Mitigation Measure No. 29 (Transportation Impacts).* The Applicant must ensure that the height of shrubs, plants, and other visual obstructions be limited to a maximum height of thirty inches within the street landscape setback area to maintain sufficient corner sight distance of the driveway. A note to this effect shall be placed on the landscape plan and within the CC&R's to be submitted for review and approval by the Community Development Director prior to issuance of building permits.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
TRANSPORTATION IMPACTS (CONTINUED)		
• Existing Conditions; • Existing Conditions plus Project; • Opening Year (2020) Conditions without Project; and, • Opening Year (2020) plus Project. The project site is situated at 104, 110, 116, 118 E. Electric Avenue in the City of La Habra. The site is previously used as outdoor storage at the time of this study. The site is adjacent to Euclid Street, which is an undivided north-south arterial with two lanes in each direction. Electric Avenue is an east-west residential street. The intersection of Electric Avenue and Euclid Street is controlled by stop signs on Electric Avenue. There is no dedicated left-turn lane on Euclid Street at project site, as well as other similar stop-controlled intersections of residential streets. The AM and PM peak hour turning movement counts were performed on February 6, 2018 at study intersections. Existing traffic volumes and lane configuration are illustrated in Exhibit 4-8. Traffic data can be found in Appendix B of the Traffic Impact Study (TIS). The intersection analysis is performed using SYNCHRO software and the Intersection Capacity Utilization (ICU) method. All studied intersections are currently operated at level of service "A." The analysis worksheets can be found in Appendix C of the TIS. Other developments approved by the City of La Habra were also taken into consideration. Based on information provided by the Planning Division of the City of La Habra, other development projects affecting the study intersections are listed in Table 4-20. Table 4-19 also depicts the trip generation for the cumulative projects. These related projects were selected and approved by the City Engineer since they were the only such projects that would potentially have a measureable traffic impact on that segment of Euclid Street between Lambert Road and La Habra Boulevard.	The results of trip generation, trip distribution, and access layouts. Exhibit 4-12 illustrates the traffic assignment of the proposed project for the AM and PM peak hours. Traffic volumes of the existing condition plus project traffic are shown in Exhibit 4-13. All studied intersections will maintain level of service "A" for the existing conditions plus project. Traffic conditions prior to completion of the proposed developments (year 2020) are estimated by applying an annual growth rate of one percent (1 percent) over existing traffic counts plus traffic generated by other developments. Traffic volumes for the pre-project completion are illustrated in Exhibit 4-13. All studied intersections will maintain level of service "A" for both AM and PM peak hours. All studied intersections will maintain level of service "A" for both AM and PM peak hours. The project will not result in a significant impact based on existing conditions. Therefore, mitigation measures are not required. The project does not result in a significant impact based on the opening year conditions. Therefore, mitigation measures are not required. As a result, the potential impacts are considered to be less than significant. The intersections on Euclid Street at La Habra Boulevard, Bridenbecker Avenue, and Lambert Road are controlled by traffic signals. The project is not expected to have any significant impact to these major intersections due to low project trip distribution compared to the overall traffic volumes. Based on field observation, traffic signals at these locations appear to be well operated with reasonable efficiency and no apparent safety issues.	*Mitigation Measure No. 30 (Transportation Impacts).* The Applicant must prepare a parking management plan per the Parking Study that was prepared. Conditions to be included within the parking management plan shall include provisions that garages not be used for storage or recreational vehicles, that a yearly inspection be conducted of all unit garages, no street parking permits will be issued to residents of the residential community, no parking be permitted in undesignated parking areas, and that guest parking spaces are only to be used by guests and not residents of the community. This parking management plan must be reviewed and approved by the Community Development Director and made a part of the CC&R's prior to the issuance of building permits.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
TRANSPORTATION IMPACTS (CONTINUED)		
	The project driveway is properly aligned with Electric Avenue west of Euclid Street. The driveway is 32 feet wide featuring curb returns of 15 feet radius. There is no dedicated left-turn lane on Euclid Street at Electric Avenue, similar to most stop-controlled intersections along Euclid Street. Corner sight distance is adequate provided that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveway. The site consists of a 26-foot-wide fire lane providing access to all buildings. Adequate setbacks are provided to ensure parking maneuvers be contained on site without affecting traffic on the public street. On-site circulation appears efficient and safe without bottleneck. The proposed project Applicant was required by the City to prepare a parking study that demonstrated that the parking that would be provided will be sufficient to accommodate the projected demand. This parking study is provided in the Appendix Volume.	
TRIBAL CULTURAL RESOURCES IMPACTS		
The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission. The Gabrieleño tribe has lived in this region for around 7,000 years. Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin. The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Both sites are located at least five miles from the project site. Another encampment was recorded in the Brea Canyon area. The nearest archeological resource to the project site is located within the West Coyote Hills area. This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. This area is located approximately two miles to the south of the proposed project site.	AB-52 consultation was undertaken by the Lead Agency. A response was received by the Lead Agency from the Gabrielino Kizh. According to the Gabrielino Kizh, the project site is located in an area of high archaeological significance. In addition, the site's proximity to Coyote Creek contributes to the site's ideal location for habitation and food gathering sites. Therefore, mitigation is required to ensure no impacts to tribal cultural resources occur. Impacts to tribal cultural resources are typically site-specific. Mitigation has been provided that would ensure no impacts to tribal cultural resources would occur during the project's construction phase. In addition, the project's implementation will not result in a loss in any local or State designated historic resource as there are none on-site.	

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
TRIBAL CULTURAL RESOURCES IMPACTS (CONTINUED)		
		The analysis determined that the proposed project will require the following mitigation in order to minimize potential impacts to tribal cultural resources: *Mitigation Measure No. 31 (Tribal Cultural Resources Impacts).* The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director and will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official.
UTILITIES IMPACTS		
The California Domestic Water Company (CDWC) currently delivers approximately 60% of the City's water supply. The maximum available water to La Habra is 7,200 acre-feet per year (AFY). Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY.	The proposed project is projected to consume 30,107 gallons of water on a daily basis. The project will connect to an existing water line located along Euclid Street. The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the proposed project will be constructed in compliance with the 2016 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations).	The analysis determined that the proposed project will not require mitigation with respect to wastewater generation.

Table 1-1
Summary of Impacts (continued)

Environmental Setting	Environmental Impacts	Mitigation Measures and Significant Impacts
UTILITIES IMPACTS (CONTINUED)		
This CIP project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. The City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately. According to the City's General Plan EIR, the City of La Habra has a supply of 9,673-acre feet of water per year. Assuming citywide compliance with the 20% conservation savings, the City will have an adequate amount of water to supply the proposed project through the year 2035. The City's existing sewer collection system is comprised of a network of gravity sewers. This gravity system consists of approximately 125 miles (662,485 linear feet) of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 lateral connections to the existing system. The general direction of flow is from north to south and east to west. The majority of the local sewers connect into the Orange County Sanitation District (OCSD) trunk system in Imperial Highway and Beach Boulevard. The sewage is then conveyed out of the City to the southwest. The majority of the system was constructed in the 1950's and 1960's as the City experienced a rapid increase in housing development. Approximately 43 percent of the sewers were constructed from 1950 to 1959, and 27 percent were constructed from 1960 to 1969. The City of La Habra service area is located at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging in size from 12 to 96 inches in diameter and collectively measures over 500 miles in length. Additionally, there are 39 sewer interconnections and 87 diversions to maximize conveyance of flows through the system. Twenty pump stations are used to pump sewage from lower lying areas to the treatment plants. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: the Imperial Relief Interceptor in Imperial Highway or the Miller Holder Trunk Sewer. Reclamation Plant No. 2 located in the City of Huntington Beach serves the City and provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers.	More specifically, the project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required. The cumulative plus project increase in water consumption would be 141,681 gallons per day. The analysis determined that the proposed project will not require mitigation with respect to water consumption. The proposed project is expected to generate approximately 24,086 gallons of sewage per day, well within the daily average totals for the Huntington Beach treatment plant. The project will connect to an existing sewer line located within Euclid Street. This sewer line will ultimately discharge effluent into the districts' trunk sewer. Therefore, the existing sewer line has sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available at the Huntington Beach treatment plant. Therefore, project implementation will not exceed wastewater treatment requirements and the impacts are considered to be less than significant and no mitigation is required. The cumulative wastewater generation between the project and the six related projects would be 113,333 gallons per day. The analysis determined that the proposed project will not require mitigation with respect to wastewater generation. The proposed project is anticipated to generate approximately 580 pounds of waste per day. The amount of solid waste produced by the project is not significant and will be accommodated by the aforementioned landfills and transfer stations. As a result, the potential impacts are considered to be less than significant and no mitigation is required. The cumulative plus project increase in solid waste generation would be 6,545 pounds per day. The analysis determined that the proposed project will not require mitigation with respect to solid waste generation.	

Table 1-1 Summary of Impacts (continued)		
Environmental Setting	**Environmental Impacts**	**Mitigation Measures and Significant Impacts**
UTILITIES IMPACTS (CONTINUED)		
Approximately 33 percent of the effluent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. The current capacity for Reclamation Plant No. 2 is 168 million gallons per day (mgd) of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 24 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd. The City of La Habra contracts waste removal services with CR&R Incorporated. Solid waste generated by the project will be transferred to the Olinda Alpha Landfill near Brea or to the Puente Hills Transfer Station/Materials Recovery Facility (MRF). The Olinda Landfill has a maximum permitted daily refuse of 8,000 tons and is expected to be closed by the year 2030. An estimated 7,200 to 7,300 tons of solid waste is disposed at the Olinda landfill on a daily basis. The remaining daily capacity is approximately 700 tons (1,400,000 pounds). The Puente Hills Transfer Station/MRF is able to accept 4,440 tons per day of solid waste.		

1.9 GROWTH-INDUCING IMPACTS

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services.

Those variables that typically contribute to growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The project site is developed and located within an urban area. The proposed Volara Townhome development will be an infill project.

- *The extension of roadways and other transportation facilities.* No roadway extensions will be required to serve the proposed project. Electric Avenue, east of Euclid Street, will be vacated.

- *The extension of infrastructure and other improvements.* All new infrastructure lines will serve the proposed project only. This conclusion will be supported by the Will Serve letters that are included in the appendices.

- *Major off-site public projects (treatment plants, etc.).* No major public improvements will be required to accommodate the proposed project. This conclusion is supported by the Will Serve letters that are included in the Appendices.

- *The removal of housing requiring replacement housing elsewhere.* No housing units are located within the project site.

- *Additional population growth leading to increased demand for goods and services.* The proposed project will involve the construction of 58 townhome units resulting in a potential population of 189 residents based on the average City household size of 3.26 persons per household.[6]

- *Short-term growth inducing impacts related to the project's construction.* The proposed project's construction would result in short-term employment generation related to the construction of the new units. This anticipated demand for construction employment can be accommodated by the existing local labor market.

1.10 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Any new development project will generally result in an irreversible change in the environment over the lifetime of the particular project. Given that both the project site and the surrounding area are presently developed, this commitment to urban uses will not represent significant irreversible damage to the environment. Other irreversible impacts involve a long-term commitment to resources required to serve the proposed residential townhomes and the future residents. According to CEQA, an irretrievable commitment of resources should be evaluated to ensure that such potential consumption is justified. The proposed residential development furthers the State's and City's long-term planning objectives in promoting new housing opportunities in the area. In addition, the commitment of resources that would occur as part of the proposed project's construction and occupancy are readily available and can be replaced. In addition to the continued commitment of the project site to urban development, the proposed project would involve the consumption of energy derived from nonrenewable sources for electricity to power on-site equipment and fossil fuels for project-related vehicle trips. Building materials could be considered permanently consumed. These changes would also be irreversible. However, these resources that will be consumed as part of the proposed project's construction and subsequent occupancy are not unique or significant.

1.11 DESCRIPTION AND ANALYSIS OF ALTERNATIVES

This Draft EIR evaluated the following three alternatives:

- *No Project Alternative.* According to the *CEQA Guidelines*, Section 15126.6(e), the purpose of evaluating the No Project Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project.

[6] United States Census Bureau. *Quickfacts*. Site accessed August 27, 2019.

- *Lower Density Residential Development Alternative.* This alternative would involve the construction of a residential development within the project site. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 43 dwelling units would be constructed at a density of 15-units per acre (the underlying zoning permits between 15-24 dwelling units per acre [du/ac]).

- *Higher Density Residential Development Alternative.* This alternative would involve the construction of a residential development within the project site. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 70 single-family units would be constructed at a density of 24-units per acre.

An EIR must identify the environmentally superior alternative. The No Project Alternative would be environmentally inferior in that the existing blight that includes unpaved roadway and parking areas, older buildings, and the unregulated outside storage areas would continue. Furthermore, the No Project Alternative does not meet any of the project objectives (refer herein to Section 3.5). In addition, *CEQA Guidelines* (Section 15126.6(c)) require that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. The environmentally superior alternative is the Lower Density Residential Alternative. However, the selection and subsequent implementation of this alternative would not meet the Applicant's objectives of obtaining the highest and best use of the site. Another alternative that was not analyzed was an alternative that considered to merits of developing the project site according to the current zoning designation. This alternative would assume the western two thirds of the site would be developed according to the current R-4 designation. The eastern third of the site would be developed as an industrial corresponding to the current M-1 designation. This alternative would allow for industrial land uses to intrude into an existing residential area and the future industrial uses would be surrounding on three sides by residential development. In addition, a relatively small land area would be devoted to potential residential development. Finally, access would have to be provided by an extension of Electric Street which will be integrated into the proposed project. Overall, this alternative scenario would not meet any of the project objectives and could result in potential land use conflicts.

SECTION 2 – INTRODUCTION TO THE EIR

2.1 PROJECT OVERVIEW & PURPOSE OF THIS EIR

The City of La Habra, (also referred to hereinafter as the *Lead Agency*) is reviewing a proposal that would permit the construction of 58 townhome units within the 2.92-acre project site. The proposed project will also include the vacation of that segment of Electric Avenue located to the east of Euclid Street that extends into the project site. The proposed 58 units will have a total combined floor area of 88,522 square feet and the maximum height of the new housing units will be 35 feet. A total of 181 parking spaces and 20,672 square feet of open space will also be provided. The proposed project will be deficient in parking and will be required to obtain a parking deviation. Vehicular access will be provided by a new reconstructed 35-foot wide driveway located along the east side of Euclid Street.

This Draft EIR analyzes the proposed project's short-term (construction-related) impacts and long-term (operational) impacts. The City of La Habra (as Lead Agency for this project) circulated a *Notice of Preparation* (NOP) and an Initial Study for a 30-day period to inform the public and other agencies that this Draft EIR will be prepared for the proposed project. In addition, the NOP and the Initial Study indicated the scope and content of the environmental analysis that would be considered in the Draft EIR. A copy of the NOP and the Initial Study are included in Appendix A.

This Draft EIR will also be circulated for public review for a minimum of 45 days. During this 45-day review period, agencies, the public, and other interested parties are requested to comment on this Draft EIR focusing on the environmental analysis and any identified mitigation. Once this 45-day review period has ended, the City of La Habra will respond to the individual comments received, and both the comments and City's responses will be incorporated into the *Final EIR*. The Final EIR will then be considered along with the project at public hearings before the Planning Commission and City Council. The project Applicant is Mr. Chris Segesman of Bonanni Development, 5500 Bolsa Avenue, Suite 120, Huntington Beach, California 92649.

2.2 INTENDED USES & ORGANIZATION OF THIS EIR

In accordance with *CEQA Guidelines* Section 15121(a), the purpose of this EIR is "to serve as an informational document that will generally inform public agency decision makers and the public of the potentially significant environmental effects of a project, and to identify possible ways to minimize or avoid the significant effects." This EIR also includes an analysis of a reasonable range of potential project alternatives to the proposed project. This EIR examines all phases of the proposed project including site preparation, construction, and ongoing operations following the completion of the project's construction.

This EIR analyzes the potential environmental impacts that may result from the construction and subsequent operation of the proposed project. This EIR consists of the following sections:

- *Section 1 Executive Summary* provides an executive summary of the proposed project and DEIR. A summary of the project's (and related projects) cumulative impacts as well as a brief discussion of project alternatives are provided in this section.

- *Section 2 Introduction* provides an overview of the environmental review process, describes the purpose of this EIR and indicates the focus of the environmental analysis, and includes a summary of the EIR's analysis.

- *Section 3 Project Description* describes the proposed project's physical and operational characteristics. The project description also includes a discussion of the project's objectives both the Applicant and the City of La Habra seek to accomplish as part of the proposed project's implementation. This section also indicates the discretionary actions associated with the project's approval.

- *Section 4 Environmental Analysis* evaluates the impacts associated with the proposed project's construction and subsequent occupancy. The analysis considers the existing conditions with respect to the issue being discussed, the potential impacts related to the project's construction and subsequent operation, the level of the potential impact weighed against thresholds considered to represent a significant adverse impact, the potential cumulative impacts, and measures that will be effective in reducing or eliminating a potential impact.

- *Section 5 Mandatory CEQA Considerations* discusses the manner in which the proposed project will contribute to long-term impacts and cumulative impacts from related projects in the area. This section also indicates those issues where the impact is significant and unavoidable and describes potential growth-inducing impacts.

- *Section 6 Alternatives Analysis* discusses various alternatives that were considered as part of the planning process. The impacts of a no project alternative and three land use alternatives are considered in this analysis of project alternatives.

- *Section 7 Mitigation Monitoring and Reporting Program (MMRP)* lists the mitigation measures along with the party responsible and the timing for their implementation.

- *Section 8 References* lists those individuals that were involved in this document's preparation. The sources that were used or consulted as part of the Draft EIR's preparation are identified using footnotes.

The Initial Study and Notice of Preparation (NOP), the traffic study, the water quality management plan (WQMP), the air quality worksheets, the noise measurement worksheets, the noise prediction model, and the utilities worksheets are provided in the Appendix.

2.3 FOCUS OF THE ENVIRONMENTAL ANALYSIS

As part of the environmental review for the proposed project, the Lead Agency oversaw the preparation and circulation of an Initial Study that included a preliminary evaluation of potential impacts associated with the project's construction and subsequent occupancy. The Initial Study provided the basis for determining the nature and scope of the environmental analysis that should be undertaken as part of this EIR's preparation. The environmental analysis in this EIR focused on those issues where it was

determined, as part of the Initial Study's preparation, that there was a potential for significant environmental impacts in the absence of mitigation.[7]

Under CEQA, a significant effect on the environment means a substantial or potentially substantial adverse change in any of the physical conditions within the area affected by a proposed project. This EIR considers those issues that were identified in the Initial Study as being potentially significant (the Initial Study is included in Appendix A). The issue areas that were identified in the Initial Study as requiring analysis in this EIR included the following: aesthetics; air quality; biological resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; land use; noise; population and housing; public services; transportation and circulation; tribal (cultural) resources; utilities; and, mandatory findings of significance. The Initial Study also determined that the proposed project would not result in significant adverse impacts for a number of issue areas including the following: Agricultural & Forestry; Cultural Resources; Hydrology and Water Quality, Land Use; Mineral Resources; and, Recreation.

2.4 ISSUES OF POTENTIAL CONTROVERSY

As indicated previously, the Initial Study and NOP were circulated by the City to the State Clearinghouse, interested agencies, and the public. The State Clearinghouse issued a project number for this EIR (SCH No. 2019 2019060214). The NOP was circulated for comments beginning June 21, 2019 and ending July 22, 2019 (a copy of the NOP is included in Appendix). Responses to the NOP were received from the following agencies:

- Native American Heritage Commission (NAHC) dated July 1, 2019;
- Southern California Gas Company (SoCalGas) dated July 16, 2019;
- California Department of Transportation (CalTrans) dated July 17, 2019; and,
- Orange County Transportation Authority (OCTA) dated July 22, 2019.

These entities listed above emphasized key environmental concerns, which included potential transportation, tribal cultural resources, and utilities impacts. The Draft EIR addresses each of the aforementioned areas of concern. In addition, a Scoping Meeting was held on July 24, 2019 at City Hall. The City's planning team described the proposed project and discussed the environmental review process. The verbal comments received were generally in support of the proposed project. The primary public comment was related to the potential for spill over parking impacts. Additional concerns emphasized at the meeting included traffic impacts on local streets, impacts on utilities, and hazardous materials impacts related to the previous use land use. Based on the traffic distribution assumptions, 10 trips will travel northbound on Euclid Street and 10 trips will travel southbound on Euclid Street during the morning (AM) peak hour. For the evening (PM) peak hour, 13 trips will travel northbound on Euclid Street and 13 trips will travel southbound on Euclid Street. The amount of trips that would be added to the intersections beyond those that were included in the traffic analysis would be minimal.

[7] The Initial Study is included herein in Appendix A.

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SECTION 3 – PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project Applicant is proposing to construct 58 townhome units on a 2.92-acre site located along the east side of Euclid Street in the central portion of the City of La Habra. The City of La Habra is located in the northern portion of Orange County approximately 18 miles southeast of Los Angeles and 12 miles northwest of Santa Ana. La Habra is bounded on the north by La Habra Heights; on the west by Whittier, unincorporated Los Angeles County (East Whittier), and La Mirada; on the east by Brea and Fullerton; and on the south by Fullerton. The western corporate boundaries of the City of La Habra also conform to the boundary between Los Angeles County and Orange County.

The addresses that correspond to the site's location include 104, 110, 116, and 118 East Electric Avenue. The site's corresponding Assessor Parcel Number (APNs) include: 022-193-01; 022-193-02; 022-193-03; and 022-193-56.[8] The location of La Habra in a regional context is shown in Exhibit 3-1. A citywide map is provided in Exhibit 3-2 and a vicinity map is provided in Exhibit 3-3.

3.2 ENVIRONMENTAL SETTING

The project site is presently occupied by two older structures that were previously used for offices and storage, shipping containers, miscellaneous smaller outbuildings, and vehicles. The project site is located in a predominantly residential area. A Union Pacific railroad right-of-way extends along the project site's north side. A planned unit development, referred to as the Brio Residential Specific Plan, is located further north. A flood control channel extends along the project site's southern property line. Single-family residential is located south of the aforementioned channel. Industrial uses abut the project site to the east. Finally, Euclid Street extends along the site's western side. Multiple-family residential occupies frontage along the west side of Euclid Street, opposite the project site.[9]

Major physiographic features in the area include the Puente Hills, located 1.25 miles north of the project site and the West Coyote Hills, located 1.38 mile southwest of the project site. The major freeways that serve the project area include the Orange Freeway (SR-57), located 3.69 miles east of the project site; the Riverside Freeway (SR-91), located five miles south of the project site; the Santa Ana Freeway (I-5), located 5.16 miles southwest of the project site; and the Pomona Freeway (SR-60), located 4.76 miles north of the project site. There are a number of major arterial roads that provide access to the project site including Beach Boulevard (SR-39), located 1.24 miles west of the project site; Whittier Boulevard (SR-72), located 0.78 miles north of the project site; Harbor Boulevard, located 0.65 miles east of the project site; and the adjoining Euclid Street.[10] An aerial photograph of the site is provided in Exhibit 3-4.

[8] Orange County Tax Assessor.

[9] Blodgett Baylosis Environmental Planning. Site Survey (the site survey was untaken multiple times during May through August, 2019).

[10] Google Earth. Website accessed January 16, 2019.

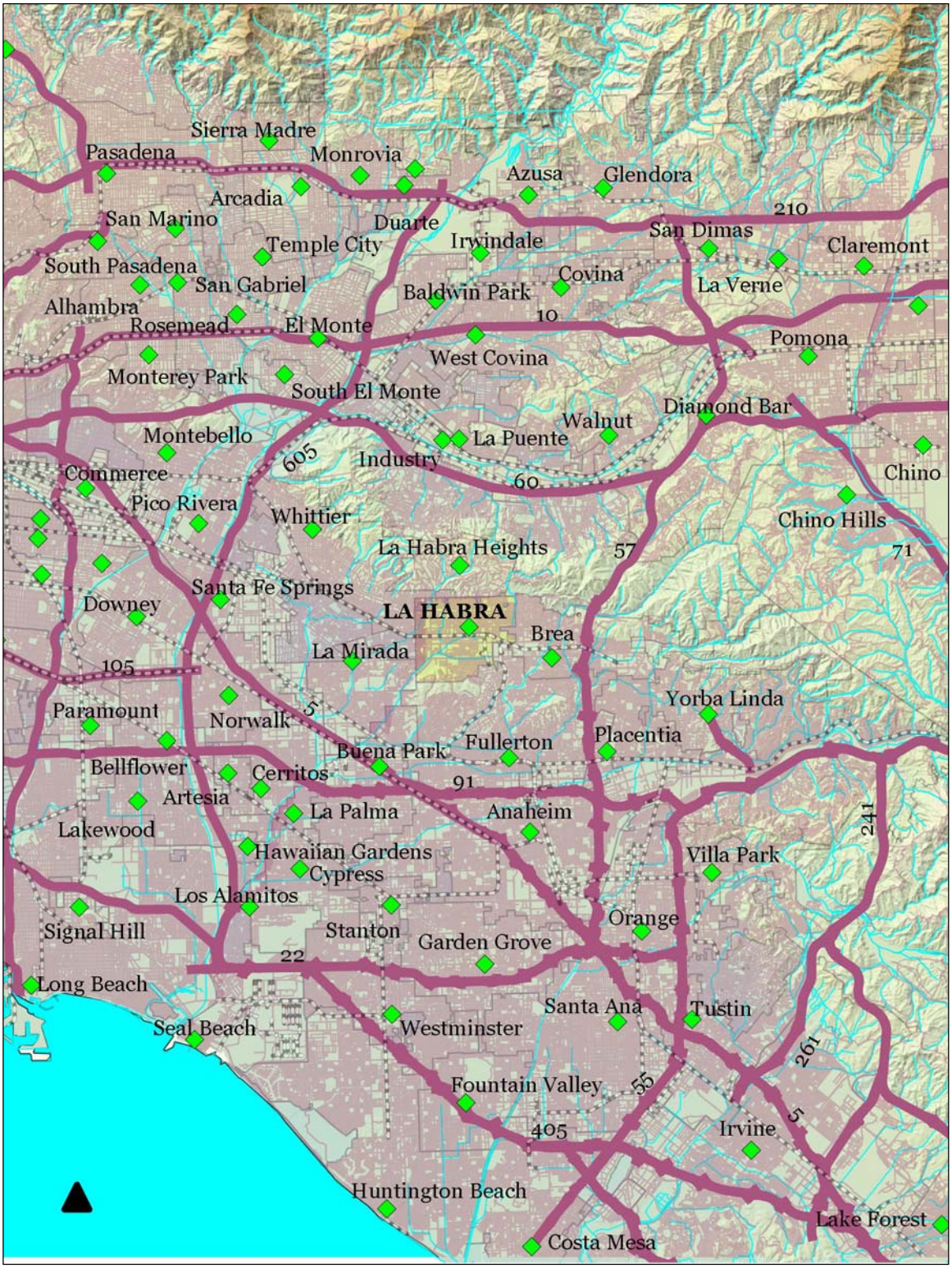

EXHIBIT 3-1
REGIONAL LOCATION MAP
Source: Quantum GIS

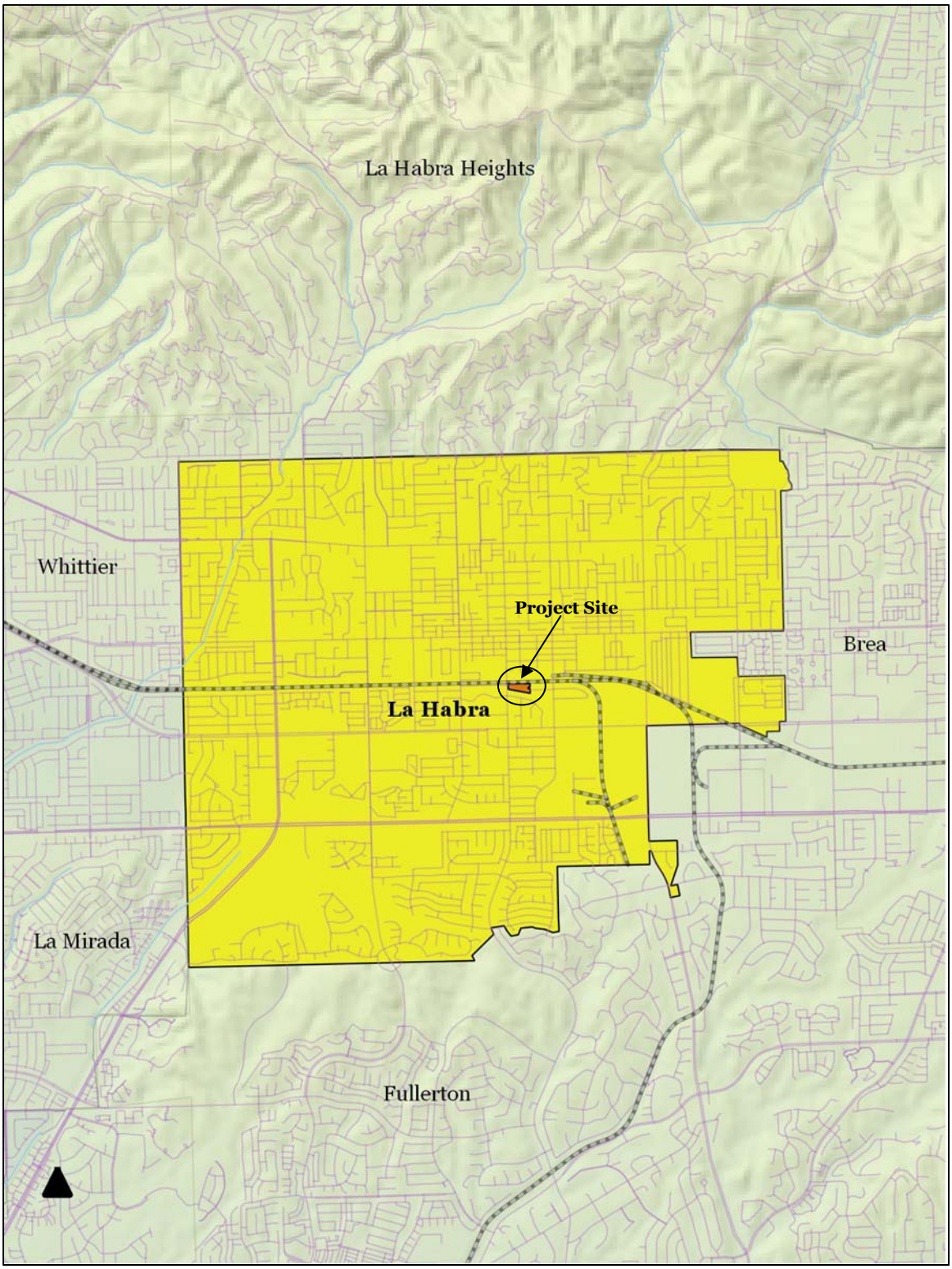

EXHIBIT 3-2
PROJECT SITE'S LOCATION IN LA HABRA
Source: Quantum GIS

EXHIBIT 3-3
VICINITY MAP
Source: Quantum GIS

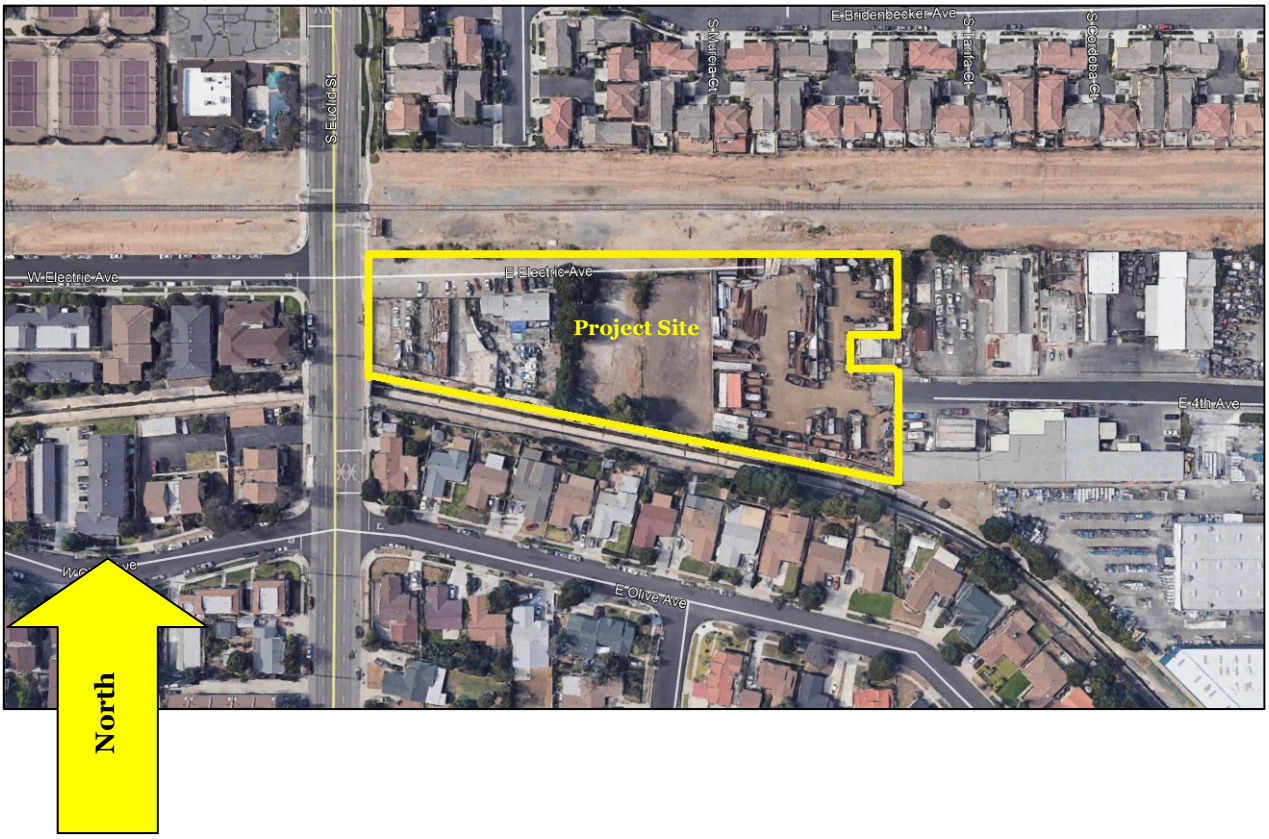

EXHIBIT 3-4
AERIAL PHOTOGRAPH
Source: Google Earth

3.3 PROJECT DESCRIPTION

3.3.1 PHYSICAL CHARACTERISTICS

The proposed project involves the construction of 58 new, three-story townhome units within a 2.92-acre (127,043 square-feet) site. The project's implementation will require the demolition of the existing structural improvements that occupy the site. The project elements are described below:

- *Project Site*. The 2.92-acre project site currently consists of four parcels and an unimproved segment of Electric Avenue (APNs: 022-193-01; 022-193-02; 022-193-03; and 022-193-56). The project site has a maximum lot depth (east to west) of 620 feet and a maximum lot width (north to south) of 271 feet. The proposed project will have a density of 19.9 dwelling units per acre (du/acre) and a lot coverage of 30%. The site's southern, eastern, and northern boundaries will be enclosed by a new six-foot high concrete block wall.[11] Electric Avenue, located along the northern boundary of the project, will be vacated east of Euclid Street and made a part of the project.

- *Townhome Units*. The project will include the construction of 58 three-story townhome units with a total floor area of 88,522 square feet and a maximum height of 35 feet. These 58 townhome units will consist of three different floor plan options (referred to herein as floor plans 1, 2, and 3). Floor Plan 1 will consist of seven units, Floor Plan 2 will consist of 19 units, and Floor Plan 3 will total 32 units. Floor Plan 1 will be equipped with two bedrooms and will have a floor area of 1,429 square feet. Floor Plan 2 will feature two bedrooms and will encompass 1,453 square feet. Lastly, Floor Plan 3 will include three bedrooms and will total 1,591 square feet. These units will have a maximum height of 35 feet. In addition, these units will be equipped with double-paned windows, central air conditioning, and solid core doors.[12]

- *Open Space and Landscaping*. A total of 20,672 square feet of common and private open space will be provided. Common open space will encompass 16,190 square feet, while the remaining 4,482 square feet of open space will consist of private open space.[13]

- *Parking and Access*. A total of 181 parking spaces will be provided. Of the total number of spaces that will be provided, 116 spaces will consist of parking within enclosed garage spaces (one 2-car garage per unit), 63 spaces will consist of guest spaces with two spaces complying with the Americans with Disabilities Act (ADA). The provision and maintenance of the guest parking spaces will be a requirement of the Home Owners Association (HOA). Residents will not be permitted to use the guest parking spaces. Access to the project site will be provided by a 35-foot wide driveway located on the east side of Euclid Street. An internal drive aisle with a curb-to-curb width of 26 feet will facilitate internal circulation.[14]

[11] KTGY Architecture + Planning. *Site Plan*. Plan dated November 29, 2018.

[12] Ibid.

[13] Ibid.

[14] Ibid.

The proposed site plan is provided in Exhibit 3-5. Conceptual elevations are provided in Exhibits 3-6 through 3-12. The proposed project is summarized in Table 3-1.

Table 3-1
Project Summary Table

Project Element	Description
Site Area	127,043 sq. ft. (2.92 acres)
Total Number of Units	58
Total Building Floor Area	88,522 sq. ft.
Maximum Building Height	3 stories and 35-foot maximum height
Project Density	19.9 du/acre
Lot Coverage	30%
Floor Plan 1 (No. of Units)	7 units
Floor Plan 2 (No. of Units)	19 units
Floor Plan 3 (No. of Units)	32 units
Floor Plan 1 Units Floor Area	1,429 sq. ft.
Floor Plan 2 Units Floor Area	1,453 sq. ft.
Floor Plan 3 Units Floor Area	1,591 sq. ft.
Total Open Space	20,672 sq. ft.
Parking	181 parking spaces including 116 enclose spaces; 63 guest spaces, & 2 ADA spaces

Source: KTGY Architecture + Planning. *Site Plan*. Plan dated November 29, 2018

3.3.2 CONSTRUCTION CHARACTERISTICS

The proposed project will take approximately 12 months to complete. The proposed project's construction will consist of the following phases:

- *Demolition*. The demolition of the on-site structures will occur during this time. This phase will take approximately one month to complete.

- *Site Preparation*. The project site will be prepared for the construction of the residential development. This phase will take approximately one month to complete.

- *Grading*. During this phase, the entire site will undergo grading. This phase will take approximately one month to complete.

- *Construction*. The new residential buildings and amenity building will be constructed during this phase. This phase will take approximately seven months to complete.

- *Paving, Landscaping, and Finishing*. This concluding phase will involve the finishing of the new buildings, the paving of the parking areas and hardscape, the installation of the landscape, and the completion of other on-site improvements. The paving, planting of landscaping, and the finishing of the units will take approximately two months to complete.

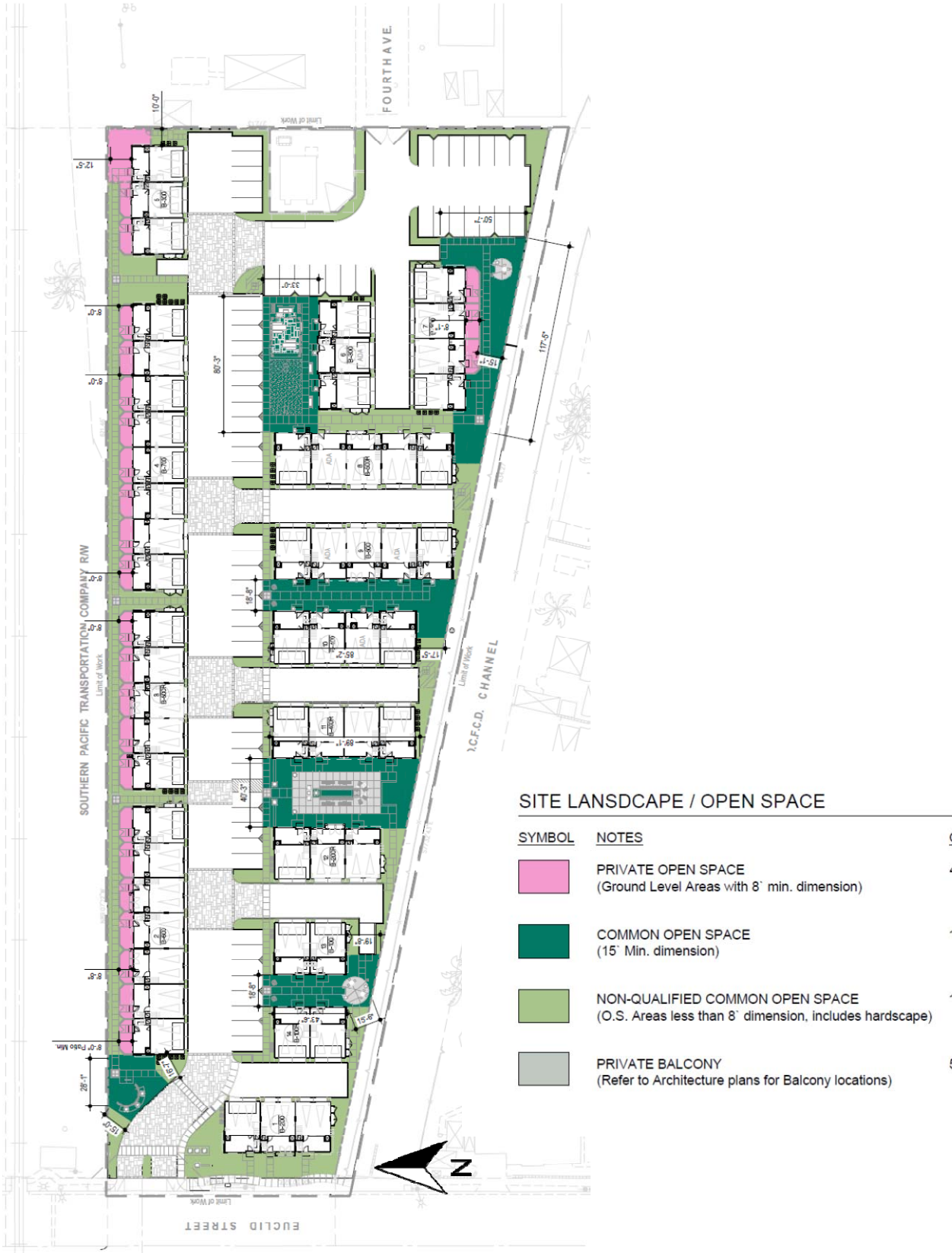

EXHIBIT 3-5
CONCEPTUAL SITE PLAN
Source: KTGY

EXHIBIT 3-6
CONCEPTUAL ELEVATIONS (BUILDING 100)
Source: KTGY

EXHIBIT 3-7
CONCEPTUAL ELEVATIONS (BUILDING 200)
Source: KTGY

EXHIBIT 3-8
CONCEPTUAL ELEVATIONS (BUILDING 300)
Source: KTGY

EXHIBIT 3-9
CONCEPTUAL ELEVATIONS (BUILDING 400)
Source: KTGY

EXHIBIT 3-10
CONCEPTUAL ELEVATIONS (BUILDING 500)
Source: KTGY

EXHIBIT 3-11
CONCEPTUAL ELEVATIONS (BUILDING 600)
Source: KTGY

EXHIBIT 3-12
CONCEPTUAL ELEVATIONS (BUILDING 700)
Source: KTGY

3.3.4 OPERATIONAL (OCCUPANCY) CHARACTERISTICS

The proposed project's implementation involves the construction and subsequent occupancy of 58 townhome units. The units will consist of owner occupied units. In addition, a homeowner's association (HOA) will be created to establish rules and regulations governing the maintenance and use of the common areas. Assuming an average household size of 3.26 persons per unit, the development's anticipated population will be 189 persons.[15] The proposed development is located within the attendance area for the La Habra City School District and the Fullerton Joint Union High School District.

3.4 OVERVIEW OF DISCRETIONARY ACTIONS

As currently envisioned, the project will require the approval of the following discretionary actions:

- The approval of a Tentative Tract Map (the new townhome units will be owner-occupied);
- The approval of a General Plan Amendment for Parcel (APN# 022-193-56) from Light Manufacturing to Residential Multi-Family 1;
- The approval of the creation of a General Plan Land Use designation (Multiple-Family) for the segment of Electric Avenue that will be vacated and incorporated into the proposed project;
- The approval of a Zone Change for Parcel (APN# 022-193-56) from M-1 to R-4 (PUD), the PUD will be applied to all of the parcels and the vacated portion of Electric Avenue;
- The approval of a Development Agreement;
- The approval of a Planned Unit Development (PUD) Overlay for all of the parcels and vacated street;
- The approval of a parking deviation;
- Completion of Design Review; and,
- Certification of the Final EIR.

That segment of Electric Avenue located along the northern boundary of the project east of Euclid Street will be vacated and incorporated into the project. Other permits will be required as part of the proposed project's approval including a Solid Waste Facility Permit, Construction Stormwater Permit (State of California Water Resources Control Board), General Stormwater Permit (State of California Water Resources Control Board), Grading Permit (City of La Habra), Building Permit (City of La Habra), and Occupancy Permit (City of La Habra).

[15] United States Census Bureau. *Quickfacts*. Site accessed August 27, 2019.

3.5 PROJECT OBJECTIVES

The City of La Habra seeks to accomplish the following objectives with the development of the proposed project:

- To minimize the environmental impacts associated with the proposed project's construction and subsequent occupancy;
- To promote new infill residential development;

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site; and,
- To realize a fair return on their investment.

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SECTION 4. – ENVIRONMENTAL ANALYSIS

This section of the EIR indicates the potential environmental impacts that may result from the construction and subsequent operation of the proposed project. The scope of the analysis is detailed herein in Section 1.5. In terms of the evaluation of potential environmental effects, there are four possible outcomes:

- *No Impact*. The proposed Volara Townhomes development will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed Volara Townhomes development may have the potential for impacting the environment, although these impacts are likely to be below levels or thresholds that the City or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed Volara Townhomes development may have the potential to generate impacts that are considered to represent a significant impact on the environment. However, the level of impact may be reduced to levels that are considered to be less than significant with the implementation of the recommended mitigation measures.

- *Potentially Significant Impact*. The proposed Volara Townhomes development may, or is known to represent impacts, which are considered significant, even after the adoption of all feasible mitigation. In these instances, the City Council would be required to make findings related to a Statement of Overriding Considerations if it wishes to approve the proposed project.

The analysis of each issue area considers the following:

- The discussion of each issue begins with a section entitled *Scope of Analysis* that provides an overview of the analysis called for in the Initial Study prepared for the proposed project.

- The *Environmental Setting* describes the regulatory framework and the existing conditions with respect to the issue being analyzed and serves as the baseline against which the environmental impacts are weighed.

- The *Thresholds of Significance* indicates those criteria and standards used by the City, responsible agencies, and trustee agencies in the identification of potentially significant effects.

- The *Environmental Impacts, Cumulative Impacts, Mitigation Measures, and Significant Impacts* discussion indicates the potential short-term (construction-related) and long-term (operational) impacts for each issue analyzed; the measures that will be effective in reducing or eliminating an impact; and whether there are any remaining unmitigable significant environmental impacts following mitigation.

4.1 AESTHETIC IMPACTS

4.1.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated the proposed project would potentially result in new sources of light in the vicinity. As a result, the Initial Study determined that this issue required analysis in the Draft EIR.

4.1.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

The following goal is included in the City of La Habra General Plan, Conservation/Natural Resources Element related to aesthetics and light and glare:

- *SM 1.6 Lighting*. Support practices that minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary including the design and sighting of light fixtures.

- *SM 1.8 Glare. Support practices in new developments that avoid the creation of incompatible glare or reflection through development design features.* The exterior façade surfaces will consist of non-reflective materials, such as stucco. Additionally, the individual units will be equipped with energy efficient windows. The energy-efficient window and glazing systems that will be used for the project will dramatically reduce energy consumption because of lower heat loss, less air leakage, and warmer window surfaces. These windows feature double or triple glazing and specialized transparent coatings that will reduce or eliminate reflective glare.

In addition, the following sections of the City of La Habra Municipal Code regulate light and glare:

- *Section 15.60.100 – Multifamily Dwelling Lighting*.

    A. Aisles, passageways, and recesses related to and within the building complex shall be illuminated with an intensity of at least twenty-five one hundredth foot-candles at the ground level during the hours of darkness. Lighting devices shall be protected by weather-resistant and vandalism-resistant covers.

    B. Open parking lots and carports shall be provided with a maintained minimum of one foot-candle of light on the parking surface during the hours of darkness. Lighting devices shall be protected by weather-resistant and vandalism-resistant covers. (Ord. 1136 § 1, 1981).

- *Section 18.14.070 – Design Standards, Code 18.14.070(4) Lighting*. Parking areas shall have lighting capable of providing adequate illumination for security and safety. The minimum requirement is one foot-candle, maintained across the surface of the parking area. Lighting standards shall be energy-efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall not spill over on to any adjacent properties. In

general, lamps should not be visible from any adjoining property. Light standards may not be placed in any required landscape setback area.

- *Section 18.26.050 – Special Development Standards, Code 18.26.050(8) Lighting*. All lighting of buildings, landscaped parking areas, or similar facilities shall be arranged so as not to reflect onto adjoining properties.

EXISTING CONDITIONS

The site lacks outdoor lighting. The only outdoor lighting in the vicinity of the project site are the two street lights located along the north side of East Electric Avenue and the two street light standards located just north and south of the project site along the east side of Euclid Street. Other sources of light include vehicular headlights, interior lighting within the existing uses, and ambient lighting from miscellaneous sources in the area. The existing on-site improvements that currently occupy the site do not produce any glare. These buildings are composed of non-reflective materials.

Light sensitive receptors are located to the north, south, and west of the project site. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the project site. The Brio Community consists of two-story units. All of the units that extend along the southern portion of the Brio Community feature south facing windows on the second floor that directly face the proposed project site. The south facing windows on the *first floor* do not possess a line of sight with the project site because a concrete block wall extends along the south side of the project site. The south facing windows on the *second floor* have an unobstructed line of sight with the project site. Light sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. For many of these units, the line of sight between the project site and the individual single family units to the south is partially obstructed by vegetation and a concrete block wall that extends along the south side of the Coyote Creek channel's access easement. It should be noted that the project site is situated at a higher elevation than the units to the south, In addition, the light sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street. Similar to the light sensitive receptors located south of the project site, the sensitive receptors located west of the project site have a partially obstructed line-of-sight with the project site.[16]

4.1.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact with respect to light and glare if it results in the following:

- The proposed project's potential for creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

[16] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on September 5, 2019.

4.1.4 ENVIRONMENTAL IMPACTS

4.1.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR CREATING A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

DISCUSSION OF IMPACT ANALYSIS

Exterior lighting can be a nuisance to adjacent land uses that are sensitive to this lighting. This nuisance lighting is referred to as *light trespass,* which is defined as the presence of unwanted light on properties located adjacent to the source of lighting. As stated previously, light sensitive receptors are located to the north, south, and west of the project site.

Future sources of light emanating from the project site will include vehicular headlights, exterior lighting, and interior lighting. Exterior lighting will consist of decorative lamps affixed to the units; nine 16-foot Ashbery Area Single Lamp Pole Lights; two Type 4 Ashbery Path Lights; four Kichler model #16005AZT27 shade structure downlights (recessed can lighting provided under a canopy); 14 Kichler model #16006BE27 tree/sign uplights (lights directed up from the ground); and four in-ground Kichler model #16034BBR27 lights.[17] A majority of the aforementioned lighting will be located within the site's interior (refer to Exhibit 4-1). This light will be obstructed from public view at off-site locations by the vegetation, new units, and the concrete block walls that will be provided.

A total of 10 exterior lights will also be provided in the western portion of the site that has frontage with Euclid Street. These exterior lights include two Ashbery Area Pole Lights, two in-ground Kichler model #16034BBR27 lights, and six Kichler model #16006AZT27 tree/sign uplights. The only exterior lighting located along the project site's northern boundary will be the decorative lamps affixed to the proposed unit's exterior facades. The site's eastern portion will feature two Ashbery Area Pole Lights. Finally, the site's southern boundary will contain two Type 4 Ashbery Path Lights, two Kichler model #16006AZT27 tree/sign uplights, and one Ashbery Area Pole Light.

Interior lighting will consist of light generated inside of the units. Sources of interior lighting include lamps, ceiling lights, and light emanating from the screens of electronic devices such as television screens or computer monitors. This light may be obstructed by curtains.

Glare is related to light trespass and is defined as visual discomfort resulting from high contrast in brightness levels. Glare-related impacts can adversely affect day or nighttime views. As with lighting trespass, glare is of most concern if it would adversely affect sensitive land use or driver's vision. The exterior façade surfaces will consist of non-reflective materials, such as stucco and stone veneer. However, the individual units will be equipped with energy efficient windows. The energy-efficient window and glazing systems that will be used for the project will dramatically reduce energy consumption because of lower heat loss, less air leakage, and warmer window surfaces. These windows feature double or triple glazing and specialized transparent coatings that will reduce or eliminate reflective glare.

[17] Studio Pad Landscape Architecture. *Schematic Lighting Plan – Volara La Habra.* January 8, 2019.

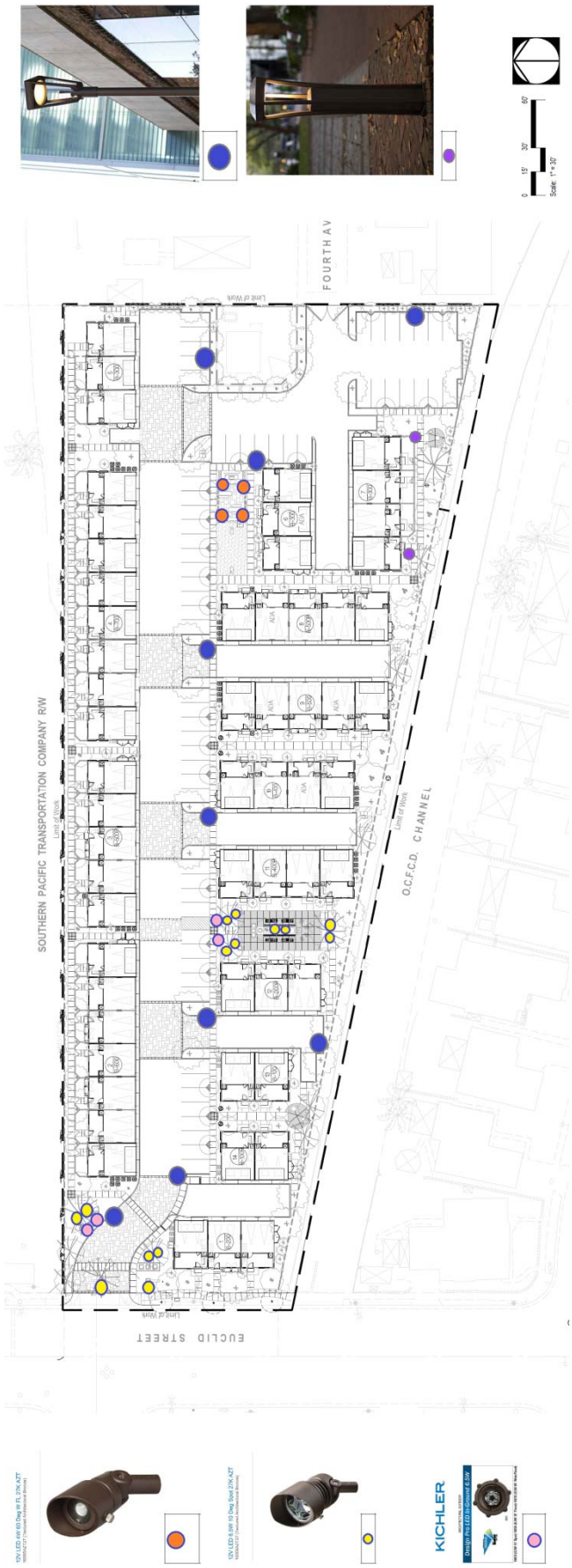

EXHIBIT 4-1A
CONCEPTUAL LIGHTING PLAN
Source: KTGY

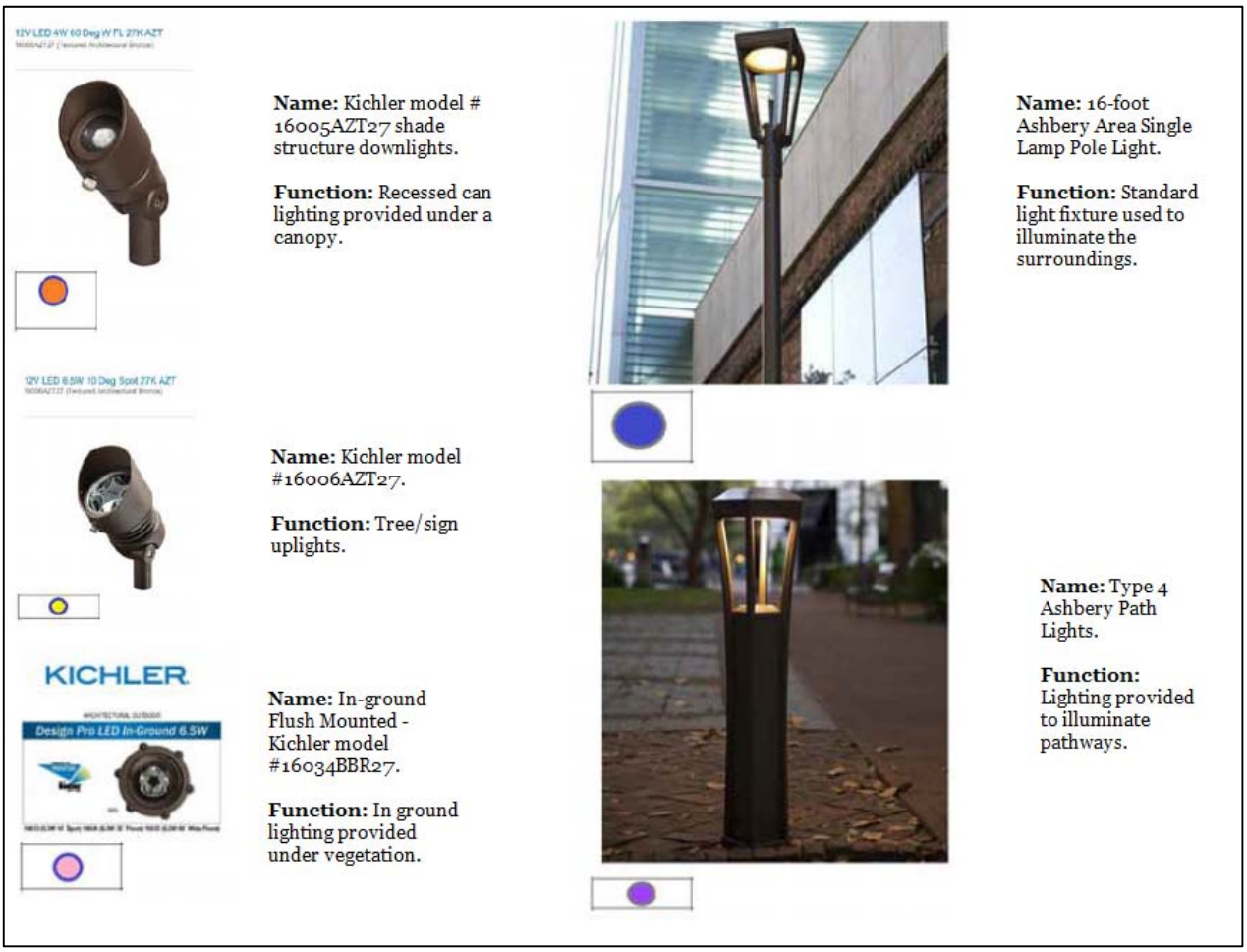

EXHIBIT 4-1B
CONCEPTUAL LIGHTING PLAN
Source: KTGY

CUMULATIVE IMPACTS

Aesthetic impacts are site-specific. Mitigation has been provided which will limit the amount of light spillover onto the adjacent properties. Furthermore, the site is presently blighted. The approval of the project would improve the site's visual and aesthetic conditions by introducing new modern development.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

As indicated previously, future sources of light will include vehicular headlights, interior lighting, and exterior lighting. A majority of the exterior lighting that will be provided will be located within the interior of the project site. Nevertheless, exterior lighting, including 16-foot tall Area Pole lights, will be provided along the site's western and southern boundaries. This exterior lighting may have the potential to introduce light trespass to the sensitive receptors located along the west side of Euclid Street and along the north side of Olive Avenue (located south of the site and Coyote Creek). As a result, mitigation will be provided to reduce potential light trespass impacts to levels that are less than significant.

MITIGATION OF POTENTIAL IMPACTS

The following mitigation measures will be required to limit light trespass:

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant shall ensure that appropriate light shielding is provided for the parking area lighting as a means to limit glare and light trespass. The site lighting plan must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits to ensure that the proposed project does not become visible throughout the community.

Mitigation Measure No. 2 (Aesthetic Impacts). The Applicant shall prepare an interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting to be submitted for review and approval to the Chief Building Official and Director of Community Development before building permits are issued. A reading of "0" foot candles shall be identified at property lines.

Mitigation Measure No. 3 (Aesthetic Impacts). The Applicant must plant fast growing trees and shrubs along the south side of the project site to minimize light spillover onto the adjacent residential properties. The proposed trees/shrubs shall be identified on the landscape plan to be submitted to the Director of Community Development for review and approval prior to issuance of any building permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in substantial degradation of the existing visual character or quality of the site and its surroundings with the implementation of the proposed mitigation measures.

4.2 AIR QUALITY IMPACTS

4.2.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated the proposed project would potentially result in air quality impacts related to the proposed project's construction and subsequent occupancy. As a result, the Initial Study determined that this issue required analysis in the Draft EIR.

4.2.2 ENVIRONMENTAL SETTING

REGULATORY SETTING - FEDERAL AND STATE CLEAN AIR REGULATIONS

The *Environmental Protection Agency (EPA)* is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act. As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the *Federal Standards).* The EPA also regulates mobile emission sources that include automobiles, trucks, aircraft, and recreational vehicles.[18] Specific National ambient air quality standards (AAQS) have been promulgated by the Federal government and the California Air Resources Board (CARB) has also established ambient air quality standards for some of the pollutants regulated by the Federal government (refer to Table 4-1).

The EPA established National Ambient Air Quality Standards (NAAQS) for the following air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), lead (Pb), particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The CARB has also established ambient air quality standards for six of the aforementioned pollutants regulated by the EPA. Some of the California ambient air quality standards are more stringent than the national ambient air quality standards. In addition, California has established ambient air quality standards for the following: sulfates, vinyl chloride, and visibility. Table 4-1 lists both the current California ambient air quality standards (AAQS), and the Federal AAQS for each criteria pollutant, and the corresponding attainment status in meeting the State and Federal air standard.

Table 4-1
National and California Ambient Air Quality Standards and Attainment Status

Pollutants	National Standards	State Standards
Lead (Pb)	1.5 µg/m3 (calendar quarter) *Non-attainment (LA County)*	1.5 µg/m3 (30-day average) *Non-attainment (LA County)*
Sulfur Dioxide (So_2)	0.14 ppm (24-hour) *Attainment*	0.25 ppm (1-hour) 0.04 ppm (24-hour) *Attainment*
Carbon Monoxide (CO)	9.0 ppm (8-hour) 35 ppm (1-hour) *Attainment (Maintenance)*	9.0 ppm (8-hour) 20 ppm (1-hour) *Attainment*
Nitrogen Dioxide (NO_2)	0.053 ppm (annual average) *Attainment (Maintenance)*	0.25 ppm (1-hour) *Attainment*
Ozone (O_3)	0.12 ppm (1-hour) *No Standard* 0.12 ppm (8-hour) *Non-attainment Extreme*	0.09 ppm (1-hour) *Non-attainment* 0.12 ppm (8-hour) *Non-attainment*

[18] Automobiles sold in California must meet the stricter emission standards established by the California Air Resources Board.

Table 4-1
National and California Ambient Air Quality Standards and Attainment Status

Pollutants	National Standards	State Standards
Fine Particulate Matter (PM_{10})	150 µg/m3 (24-hour) *Attainment (Maintenance)*	50 µg/m3 (24-hour) *Non-attainment*
Fine Particulate Matter ($PM_{2.5}$)	35 mg/m3 (24-hour) *Non-attainment (serious)* 12 mg/m3 (annual) *Non-attainment (Serious)*	12.0 mg/m3 (Annual) *Non-attainment*
Sulfate	None	25 µg/m3 (24-hour)
Visual Range	None	10 miles (8-hour) w/humidity < 70%

REGULATORY SETTING – SCAQMD THRESHOLDS AND REGULATIONS

The *South Coast Air Quality Management District (SCAQMD)* has jurisdiction over a 10,743 square-mile area that includes Orange County, Los Angeles County (except for Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County. The SCAQMD is responsible for the implementation of the protocols of the Federal Clean Air Act. In addition, the SCAQMD is responsible for ensuring that the more stringent California Clean Air standards are met. The SCAQMD is responsible for the formulation and implementation of a long-range plan referred to as the Air Quality Management Plan or AQMP that indicates how these objectives will be met. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

The proposed project would have a significant long-term impact on air quality if any of the operational emission significance thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.[19]

The SCAQMD has also adopted a number of regulations that effectively implement the District's efforts to improve air quality in the SCAB. These regulations that are the most relevant to the proposed project's construction and subsequent operation are outlined below.[20]

[19] South Coast Air Quality Management District. *Final 2016 Air Quality Plan [AQMP].* Adopted March 2017.

- *SCAQMD Rule 402* prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- *SCAQMD Rule 403* governs fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites. Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source.

- *SCAQMD Rule 481* applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the specific conditions are met. The specific conditions are listed in SCAQMD Rule 481(c). Applicable conditions include:

    1) The spray coating equipment is approved by the Executive Officer.

    (2) Coatings are applied with high volume, low pressure (HVLP) spray guns, electrostatic and/or airless spray equipment.

    (3) An alternative method of coating application or control is used which has an effectiveness equal to or greater than the equipment specified in paragraph (c)(1) or (c)(2) of this rule.

- *SCAQMD Rule 1108* governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

- *SCAQMD Rule 1113* governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. As of January 1, 2014, VOC content in architectural coatings will be limited to no more than 50 grams per liter. Therefore, all paints and solvents used during construction of the project must comply with SCAQMD Rule 1113.

- *SCAQMD Rule 1143* governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction.

[20] South Coast Air Quality Management District. *SCAQMD Rule Book*. Website accessed on August 30, 2019. http://www.aqmd.gov/home/rules-compliance/rules/ scaqmd-rule-book.

- *SCAQMD Rule 1186* limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

- *SCAQMD Rule 1303* governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM_{10} among other pollutants.

- *SCAQMD Rule 1401*, New Source Review of Toxic Air Contaminants, specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants (TACs).

REGULATORY SETTING – LOCAL (CITY OF LA HABRA) GENERAL PLAN

The City of La Habra 2035 General Plan addresses air quality within the City in the Air Quality and Climate Section of the Conservation/Natural Resources Element. The following General Plan Goals and Policies would be applicable to the project:

- *AQ 2.4 - Land Use-Air Quality Relationship*. Implement zoning and land use practices that have a beneficial impact on air quality and reduce the impacts of climate change. The development of residential units within an infill site in the SCAB region will result in a reduction of vehicle miles travelled (VMTs). Residential development that is proposed in rural areas (such as the Inland Empire) have the potential to exacerbate the impacts of climate change by contributing to an increase in VMTs. In addition, industrial development has the potential to generate truck trips that will release diesel particulate matter (DPM). Residential development generates fewer truck trips and will consequently result in fewer DPM emissions, if any. For purposes of comparison, a CalEEMod computer model was performed for a potential industrial use that could occupy the site (with an FAR of 0.45 to 0.8) and the emissions for the industrial uses was greater than that for a residential use.

- *AQ 2.6 Evaluate Air Quality Impacts*. Evaluate the significance of air quality impacts from projects or plans as part of the environmental review process and establish necessary and appropriate mitigation requirements for project or plan approval.

- *AQ 2.7 New Development*. Review proposed development applications to ensure that projects incorporate feasible measures to reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter (PM10 and PM2.5) through project design.

- *AQ 2.8 Emissions Reduction*. Require development projects that exceed SCAQMD ROG and NOx operational thresholds to incorporate feasible measures through design and/or operational features that reduce emissions, where possible, to a less than significant level.

- *AQ 5.1 Development Dust and Particulate Emission Control*. Regulate development to reduce PM10 emissions from construction, demolition, and debris hauling to achieve compliance with federal standards.

METEOROLOGICAL SETTING

The City of La Habra is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile of area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, Orange County, and San Bernardino County.[21] The South Coast Air Quality Management District (SCAQMD) has jurisdiction over the SCAB. Air Quality in the SCAB is influenced by several factors including congestion, ambient air temperatures, the amount of precipitation, industrial and construction activities, and the region's geography. The presence of mountains to the north, east, and west precludes the dispersion of particulate matter beyond the SCAB, which contributes to the exceedances of Federal ozone, PM_{10}, and $PM_{2.5}$ standards. Ozone concentrations still exceed both the State and Federal clean air standards in some areas of the SCAB though the urbanized area of Orange County has not experienced an exceedance of either Federal or State ozone standards. In general, air quality within the SCAB has shown a steady improvement since monitoring was initiated and the ozone concentrations are no exception.

Meteorological data for downtown Los Angeles between 1918 and 2005 may best characterize the local climate. During this period, the average annual maximum temperature was 74.1° F and the average annual minimum temperature was 55.9° F. The average annual daytime temperatures in the City ranged from 55.4° F to 83.2° F, with temperatures often exceeding 100° F during the summer months. Annual rainfall in the area averaged 14.95 inches during the measurement period between 1918 and 2005 though the region has experienced a prolonged drought in the early years of the current decade. The SCAB, in general, has not attained national or State standards for ozone or PM_{10}.[22]

SENSITIVE RECEPTORS

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality. Sensitive receptors typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate. These population groups are generally more sensitive to poor air quality.[23] The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street.[24]

[21] South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted March 2017.

[22] South Coast Air Quality Management District. *CEQA Air Quality Handbook. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook#*

[23] Ibid.

[24] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on September 5, 2019.

4.2.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to air quality if it results in the following:

- The proposed project's potential for conflicting with or obstruct implementation of the applicable air quality plan.
- The proposed project's potential for resulting in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- The proposed project's potential for exposing sensitive receptors to substantial pollutant concentrations.

4.2.4 ENVIRONMENTAL IMPACTS

4.2.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

DISCUSSION OF IMPACT ANALYSIS

The project site is located within the South Coast Air Basin, which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.[25] Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).[26] The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[27] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *Consistency Criteria 1* refers to a project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and *Consistency Criteria 2* refers to a project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[28]

[25] South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

[26] Ibid.

[27] Ibid.

[28] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers as a significant impact. Refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 4-2. In addition, the proposed project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions of the entire City of La Habra *with* the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NOx; 1,188 tons per day of CO; 18 tons per day of SOx; and 65 tons per day of $PM_{2.5}$. The proposed project's operational emissions will be well within the emissions projections estimated in the 2016 AQMP. When analyzing the project and it's alternatives in context with the Final 2016 AQMP, the difference in emissions between residential and industrial for the single M-1 zoned parcel is negligible. In fact, a 101,657 square feet warehouse (the maximum building intensity of 0.80 to 1.0) constructed within the overall project site will produce greater emissions, particularly mobile emissions from DPM.

The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of La Habra. Projects that are consistent with the projections of employment and population forecasts identified in the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of La Habra is projected to add a total of 7,400 new residents through the year 2040. [29]

Assuming an average household size of 3.26 persons per units, the development's anticipated population of the proposed residential development will be 189 persons.[30] The projected number of new residents is well within SCAG's population projections for the City of La Habra. Under the implementation of the City's adopted land use policy, approximately 25,153 dwelling units would be possible under a General Plan build-out. This number of dwelling units would translate into a potential population of approximately 74,831 people. According to latest 2019 Department of Finance (DOF) estimates, the population of the City of La Habra was approximately 62,183 persons. Therefore, an additional population of 12,648 persons would be required before the buildout figure was realized.

The proposed project's 58 units would potential result in 189 additional residents, well below the figure required to reach the build-out population. In addition, there were a number of residential projects that were built after the La Habra 2035 General Plan adoption in 2014. A number of these project were developed at densities that were actually less. Based on the potential General Plan's buildout, there were 379 units that were not constructed that would otherwise be permitted under the La Habra 2035 General Plan. As a result, the proposed project will not violate Consistency Criteria 2. Since the proposed project will not be in violation of either Consistency Criteria, the proposed project's impacts are less than significant.

[29] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2040.* April 2016.

[30] United States Census Bureau. *Quickfacts*. Site accessed August 27, 2019.

The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses in the General Plan EIR. The addition of new multiple family units on that M-1 zoned property will exceed the residential growth projections for the project site considered in the EIR since this area is currently designated in the General Plan for non residential land uses. Nevertheless, the City would be able to accommodate the additional units constructed within the portion of the site that is zoned M-1 since other City-wide residential development is well under the potential build-out figures identified in the General Plan's land use policy. A review of the recent developments that have occurred in the City since the General Plan was adopted indicates that there is a deficit of 379 units between the remaining residential capacity contained in the General Plan and the actual number of units that have been entitled. As a result, the potential impacts are considered to be less than significant. In addition, industrial uses will generate higher criteria pollutant emissions due to the use of diesel trucks. Assuming the site was developed as industrial, the potential operational and mobile emissions will be greater than that anticipated for the proposed project.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project would not result in a violation of the SCAQMD's Air Quality Management Plan nor will the project result in an exceedance of the SCAG's growth forecasts for the City of La Habra.

MITIGATION OF POTENTIAL IMPACTS

No mitigation was required since no significant impacts were identified.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in a violation of any applicable air quality management plan.

4.2.4.2 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

DISCUSSION OF IMPACT ANALYSIS

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD (these worksheets are provided under Appendix B). The proposed project's construction will include demolition, site preparation, grading, construction, and finishing activities (paving, painting, and the planting of landscaping). The assumptions

regarding the construction phases and the length of construction followed those identified herein in Section 3.3.2. The project's implementation will involve the generation of short-term construction emissions associated with site grading, the use of construction equipment, worker vehicle exhaust, and fugitive dust during excavation, grading, and other site preparation activities. However, as shown in Table 4-2, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. The daily on-site construction emissions take into account fugitive dust and equipment emissions, while the daily off-site construction emissions take into account several factors including haul trips, vendor trips (cement and watering trucks), and worker trips.

Table 4-2
Estimated Daily Construction Emissions in lbs/day

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	3.31	33.20	21.75	0.03	1.75	1.55
Demolition (off-site)	0.06	0.15	0.52	--	0.17	0.04
Total Demolition	**3.37**	**33.35**	**22.27**	**0.03**	**1.92**	**1.59**
Site Preparation (on-site)	4.07	42.41	21.51	0.03	20.26	11.95
Site Preparation (off-site)	0.06	0.04	0.58	--	0.20	0.05
Total Site Preparation	**4.13**	**42.45**	**22.09**	**0.03**	**20.46**	**12.00**
Grading (on-site)	2.42	26.38	16.05	0.02	7.48	4.50
Grading (off-site)	0.05	0.03	0.49	--	0.16	0.04
Total Grading	**2.47**	**26.41**	**16.54**	**0.02**	**7.64**	**4.54**
Building Construction (on-site)	2.11	19.18	16.84	0.02	1.11	1.05
Building Construction (off-site)	0.23	1.16	1.97	--	0.65	0.18
Total Building Construction	**2.34**	**20.34**	**18.81**	**0.02**	**1.76**	**1.23**
Paving (on-site)	1.24	11.80	12.28	0.01	0.65	0.60
Paving (off-site)	0.07	0.04	0.65	--	0.22	0.06
Total Paving	**1.31**	**11.84**	**12.93**	**0.01**	**0.87**	**0.66**
Architectural Coatings (on-site) Year 2020	8.64	1.68	1.83	--	0.11	0.11
Architectural Coatings (off-site) Year 2020	0.03	0.02	0.32	--	0.11	0.03
Total Architectural Coatings Year 2020	**8.67**	**1.70**	**2.15**	**--**	**0.22**	**0.14**
Architectural Coatings (on-site) Year 2021	8.62	1.52	1.81	--	0.09	0.09
Architectural Coatings (off-site) Year 2021	0.03	0.02	0.30	--	0.11	0.03
Total Architectural Coatings Year 2021	**8.65**	**1.54**	**2.11**	**--**	**0.20**	**0.12**
Maximum Daily Emissions (MAXIMUM DAILY EMISSIONS FOR THE MOST INTENSIVE PHASES – NOTE THESE ARE NOT THE SUM OF ALL PHASES)	**10.01**	**42.46**	**22.27**	**0.04**	**20.46**	**12.00**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

As indicated previously, the project site and the City of La Habra are located in a non-attainment area for ozone and particulates, the project will be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. According to SCAQMD Regulation 403, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55%. Rule 403 also requires that temporary dust covers

be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e. greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

The long-term air quality impacts associated with the proposed project include mobile emissions from vehicular traffic; area emissions from cleaning products and the operation of landscaping equipment; and off-site stationary emissions associated with the off-site energy generation and consumption (natural gas). The analysis of long-term operational impacts summarized in Table 4-3, also used the CalEEMod computer model developed for the SCAQMD. The analysis summarized in Table 4-3 indicates that the operational (long-term) emissions will be below the SCAQMD's daily emissions thresholds.

Table 4-3
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	1.51	1.01	5.20	--	0.10	0.10
Energy (lbs/day)	0.02	0.25	0.10	--	0.02	0.02
Mobile (lbs/day)	0.49	2.00	6.83	0.02	2.46	0.67
Total (lbs/day)	**2.04**	**3.27**	**12.14**	**0.03**	**2.58**	**0.79**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod V.2016.3.2. (the worksheet is included herein in Appendix A)

According to the City, there are six related projects: the City Hall Relocation/Residential development (nine single family units and 62 condominium units); Skylark development (32 condominium units); the mixed-use development at 701 East Imperial Highway (91-room hotel, 2,250 square feet fast-food restaurant with drive-thru, 2,250; the Pinnacle Residential development; the Olson Company residential development; and the Mountain View Apartments. The combined operational emissions from the seven projects (including the proposed project) will still be below the thresholds of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in Appendix B). The cumulative operational emissions from the seven projects are listed below. These emissions are compared to the thresholds of significance established by the SCAQMD for the designated criteria pollutants.

- *Reactive Organic Gasses (ROG).* Estimated operational emissions are 15.60 pounds per day compared to the SCAQMD's threshold of 55 pounds per day;

- *Nitric Oxide (NOx).* Estimated operational emissions are 20.79 pounds per day compared to the SCAQMD's threshold of threshold of 55 pounds per day;

- *Carbon Monoxide (CO).* Estimated operational emissions are 75.25 pounds per day compared to the SCAQMD's threshold of 550 pounds per day.

- *Sulfur Dioxide (SO2).* Estimated operational emissions are 0.20 pounds per day compared to the SCAQMD's threshold of 150 pounds per day.

- *Particulate Matter (PM10).* Estimated operational emissions: are 17.13 pounds per day; compared to the SCAQMD's threshold of 150 pounds per day.

- *Particulate Matter (PM2.5).* Estimated operational emissions are 4.88 pounds per day compared to the SCAQMD's threshold of 55 pounds per day.

Since the cumulative air quality emissions are under the thresholds of significance established by the SCAQMD, the potential air quality impacts are considered to be less than significant.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project would not result in any significant impacts during construction, occupation, or in a cumulative context.

MITIGATION OF POTENTIAL IMPACTS

No mitigation was required since no significant air quality impacts were identified.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts during construction, occupation, or in a cumulative context.

4.2.4.3 THE PROPOSED PROJECT'S POTENTIAL FOR EXPOSING SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

DISCUSSION OF IMPACT ANALYSIS

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, and outdoor athletic facilities, and other facilities where children or the elderly may congregate.[31] These population groups are generally more sensitive to poor air quality. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street.[32] These nearby sensitive receptors are shown in Exhibit 4-2.

[31] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* As amended 2017

[32] Blodgett Baylosis Environmental Planning. *Site survey.* Survey was conducted on September 5, 2019.

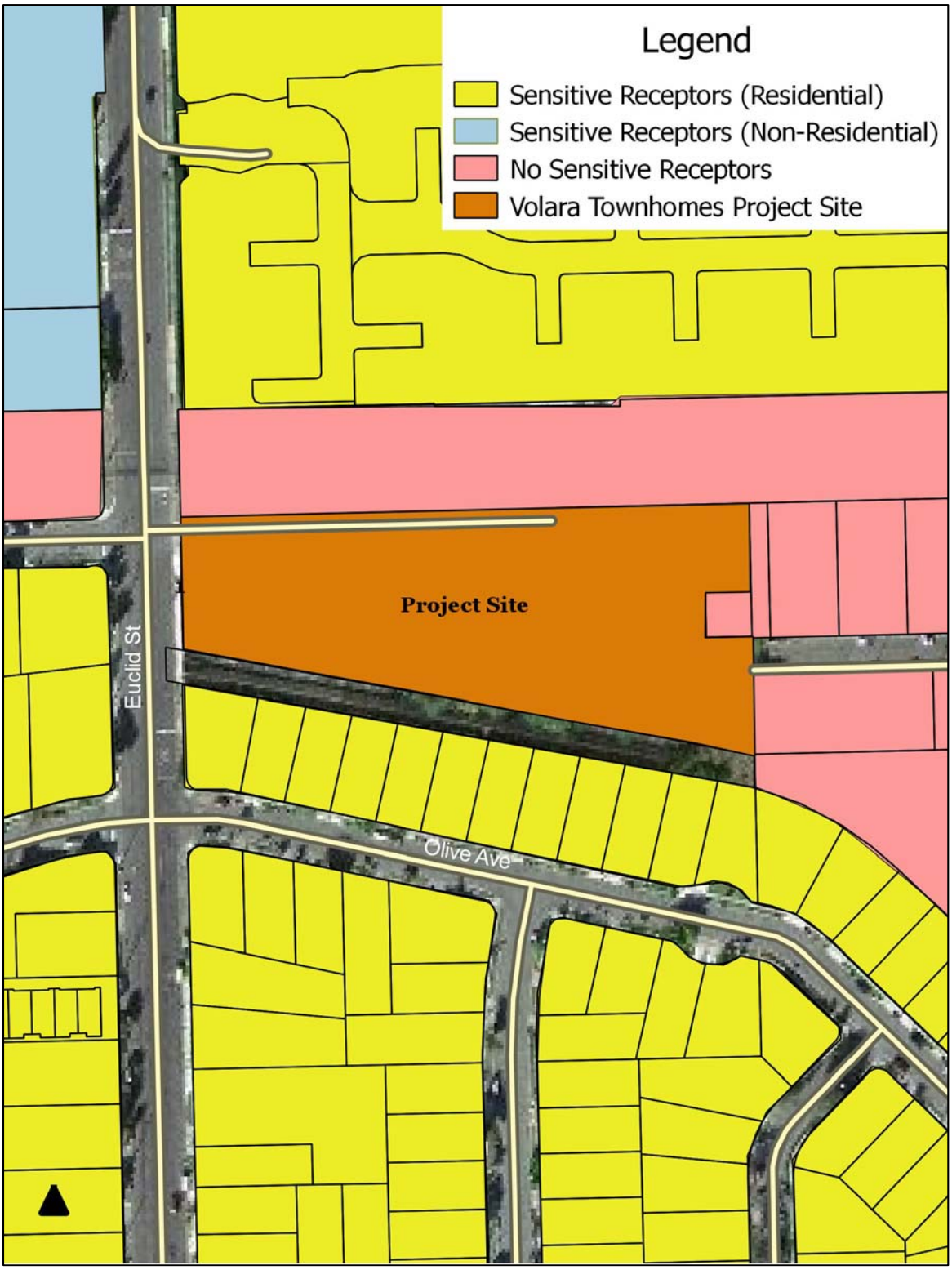

EXHIBIT 4-2
SENSITIVE RECEPTORS MAP
SOURCE: QUANTUM GIS

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs only apply to short-term (construction) emissions at a fixed location and do not include off-site emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. For purposes of the LST analysis, the receptor distance used was 25 meters since the project site is located approximately 20 meters (70 feet) north of the closest single-family residence. As indicated in Table 4-4, the project will not exceed any LSTs.

Table 4-4
Local Significance Thresholds Exceedance SRA 16 for 5-acre Sites (the site is 2.92 acres)

Emissions	Project Emissions (lbs/day)	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO_x	**42.46**	Construction	**221**	212	226	249	317
CO	**22.27**	Construction	**1,311**	1,731	2,274	3,605	8,754
PM_{10}	**20.46/9.44***	Construction	**11**	34	49	78	165
$PM_{2.5}$	**12.00/5.94***	Construction	**6**	9	15	34	95

Source: SCAQMD
*= Denotes the use of watering three times per day to control fugitive dust emissions.
This is a Standard Condition (Rule 403) enforced by the SCAQMD.

Based on the analysis of LST impacts summarized above in Table 4-4, the potential impacts will be less than significant. The project's operational and construction emissions are estimated to be below the thresholds of significance outlined by the SCAQMD. As a result, the potential LST impacts are considered to be less than significant.

An analysis of mobile source diesel particulate matter (DPM) emissions was prepared for the project's construction phase. The analysis of construction DPM emissions includes idling construction trucks, construction trucks travelling to the project site, idling worker trucks, worker trucks travelling to the site, and the operation of construction equipment. The City of La Habra has designated Imperial Highway (SR-90) as a truck route. Imperial Highway is located 0.70 miles south of the project site. Construction trucks are anticipated to travel south on Euclid Street to access Imperial Highway. As indicated previously, the nearest sensitive receptors include the residential development located to the north, south, and west of the project site. In addition, sensitive receptors (residential development and Las Lomas Elementary School) occupy approximately 3,364 feet of frontage from the project site, north of Imperial Highway. For the purposes of this construction DPM analysis, it was assumed that construction and worker vehicles will travel to the site by driving northbound on Euclid Street, at an average speed of 35 miles per hour. These trucks will travel a total of 6,728 feet round trip (1.27 miles) adjacent to sensitive receptors.

In order to ascertain the DPM emissions for construction trucks, the 2017 EMFAC emissions factors for T-7 single construction vehicles (T-7 refers to the 2007 EMFAC vehicle code), were utilized in order to perform the analysis for construction trucks. For the purposes of this analysis, construction trucks include watering

trucks and cement trucks as per the CalEEMod User Guide.[33] According to the CalEEMod worksheets prepared for this project, up to five construction trucks will travel to the site during the building's construction, resulting in approximately 10 vendor trips. The 2017 EMFAC emissions factors for LHD2 vehicles, or Light-Heavy-Duty trucks weighing no more than 14,000 pounds, were utilized in order to perform the analysis for construction worker trucks. As indicated in the CalEEMod, there will be no more than 26 workers on-site at a time.[34] Finally, the emission factors for the individual construction equipment were derived from the SCAQMD. Table 4-5 shown below depicts the estimated mobile source emissions from the construction trucks. As shown in the table, the project's construction trucks will result in negligible emissions. The thresholds of significance for PM2.5 (tail pipe particulate emissions) identified in Table 4-2 would be applicable for Table 4-5 and 4-6 below. As shown in Table 4-5, the construction vehicles will result in daily emissions that are below the 55 pounds per day threshold. A roundtrip distance of 15 miles was utilized in order to take into account the distance from the nearest freeway.

Table 4-5
Mobile Source Particulate Emissions from Construction Vehicles

Pollutants	Emissions Factors	Distance in miles (round trip)	Number of Vehicles	Emissions
PM10 Exhaust at Idle (grams/vehicle/day)	0.131368997 (grams/vehicle/day)	--	10	2.36 grams per day, or 0.004 pounds per day
Running PM10 Exhaust (grams/mile)	0.157636944 (grams/mile)	15 miles	10	23.64 grams per day, or 0.05 pounds per day
PM2.5 Exhaust at Idle (grams/vehicle/day)	0.125686032 (grams/vehicle/day)	--	10	2.26 grams per day, or 0.004 pounds per day
Running PM2.5 Exhaust (grams/mile)	0.15081764 (grams/mile)	15 miles	10	22.62 grams per day, or 0.04 pounds per day

Source: 2017 EMFAC Factors

Table 4-6 shown below depicts the estimated mobile source emissions from construction worker trucks. As shown in the table, construction worker trucks will result in negligible emissions.

Table 4-6
Mobile Source Particulate Emissions from Construction Worker Vehicles

Pollutants	Emissions Factors	Distance in miles (round trip)	Number of Vehicles	Emissions
PM10 Exhaust at Idle (grams/vehicle/day)	0.028339901 (grams/vehicle/day)	--	26	0.73 grams per day, or 0.001 pounds per day
Running PM10 Exhaust (grams/mile)	0.019087583 (grams/mile)	15 miles	26	7.44 grams per day, or 0.01 pounds per day
PM2.5 Exhaust at Idle (grams/vehicle/day)	0.027113929 (grams/vehicle/day)	--	26	0.70 grams per day, or 0.001 pounds per day
Running PM2.5 Exhaust (grams/mile)	0.018261863 (grams/mile)	15 miles	26	7.12 grams per day, or 0.01 pounds per day

Source: 2017 EMFAC Factors

[33] As indicated in the CalEEMod User Guide, cement and watering trucks count as Vendor Trips.

[34] According to the CalEEMod User Guide, in order to determine the number of workers on-site, one would take the number of pieces of equipment and multiply that by 1.25. The number of worker trips during the building construction will total 52 trips (roundtrips). Assuming one person per trip, there is a potential for up to 26 workers on-site.

Table 4-7 depicts the project's mobile source DPM emissions during the demolition phase. The number and pieces of equipment that will be used during the demolition phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's demolition phase will result in negligible emissions. The thresholds of significance for PM2.5 (tail pipe particulate emissions) identified in Table 4-2 would be applicable for Tables 4-7 through 4-11. As shown in the Table 4-7, the equipment used in demolition will result in daily emissions that are below the 55 pounds per day threshold.

Table 4-7
Mobile Source Particulate Emissions During Demolition

Equipment	Number of Vehicles	Emissions Factors	Number of Hours	Emissions
Excavators	3	0.0227 lb./hour	8	0.54 lb./day
Rubber Tired Dozers	2	0.0559 lb./hour	8	0.89 lb./day
Daily SCAQMD Threshold				**55 lbs/day**

Table 4-8 depicts the project's mobile source DPM emissions during the site preparation phase. The number and pieces of equipment that will be used during the site preparation phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's site preparation phase will result in negligible emissions.

Table 4-8
Mobile Source Particulate Emissions During Site Preparation

Equipment	Number of Vehicles	Emissions Factors	Number of Hours	Emissions
Tractors	4	0.016 lb./hour	8	0.384 lb./day
Loaders	4	0.016 lb./hour	8	0.384 lb./day
Backhoes	4	0.016 lb./hour	8	0.384 lb./day
Rubber Tired Dozers	3	0.0559 lb./hour	8	1.34 lb./day
Daily SCAQMD Threshold				**55 lbs/day**

Table 4-9 depicts the project's mobile source DPM emissions during the grading phase. The number and pieces of equipment that will be used during the grading phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the grading phase will result in negligible emissions.

Table 4-9
Mobile Source Particulate Emissions During Grading

Equipment	Number of Vehicles	Emissions Factors	Number of Hours	Emissions
Excavators	1	0.0227 lb./hour	8	0.181 lb./day
Graders	1	0.0343 lb./hour	8	0.274 lb./day
Tractors	3	0.016 lb./hour	8	0.384 lb./day
Loaders	3	0.016 lb./hour	8	0.384 lb./day
Backhoes	3	0.016 lb./hour	8	0.384 lb./day
Rubber Tired Dozers	1	0.0559 lb./hour	8	0.447 lb./day
Daily SCAQMD Threshold				**55 lbs/day**

Table 4-10 depicts the project's mobile source DPM emissions during the construction phase. The number and pieces of equipment that will be used during the construction phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the construction phase will result in negligible emissions.

Table 4-10
Mobile Source Particulate Emissions During Construction

Equipment	Number of Vehicles	Emissions Factors	Number of Hours	Emissions
Crane	1	0.0190 lb./hour	8	0.152 lb./day
Forklift	3	0.008 lb./hour	8	0.064 lb./day
Tractors	3	0.016 lb./hour	8	0.384 lb./day
Loaders	3	0.016 lb./hour	8	0.384 lb./day
Backhoes	3	0.016 lb./hour	8	0.384 lb./day
Daily SCAQMD Threshold				**55 lbs/day**

Table 4-11 depicts the project's mobile source DPM emissions during the paving phase. The number and pieces of equipment that will be used during the paving phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the paving phase will result in negligible emissions.

Table 4-11
Mobile Source Particulate Emissions During Paving

Equipment	Number of Vehicles	Emissions Factors	Number of Hours	Emissions
Cement Mixers	2	0.002 lb./hour	8	0.032 lb./day
Pavers	1	0.046 lb./hour	8	0.368 lb./day
Rollers	2	0.014 lb./hour	8	0.224 lb./day
Paving Equipment	2	0.036 lb./hour	8	0.576 lb./day
Tractors	3	0.016 lb./hour	8	0.384 lb./day
Loaders	3	0.016 lb./hour	8	0.384 lb./day
Backhoes	3	0.016 lb./hour	8	0.384 lb./day
Daily SCAQMD Threshold				**55 lbs/day**

As a result, the construction and operation of the proposed project will result in less than significant impacts to local sensitive receptors in regards to particulate emissions because the emissions are below the SCAQMD's daily thresholds of 55 pounds.

Due to the age of the buildings on-site, Asbestos Containing Materials (ACM) may be present and may be released during the interior construction and demolition activities in the absence of mitigation. The EPA and State of California specify that ACM and ACCM classified as friable, or that could become friable during demolition, are to be removed prior to demolition activities.[35] According to the EPA, non-friable ACM or ACCM represents a minimal hazard to the occupants of a building as long as the material is in a generally undamaged condition and used for its intended purpose.

The National Emission Standards for Hazardous Air Pollutants (NESHAPs) require that both friable and non-friable ACM that could become friable be removed prior to renovation or demolition of buildings. The State of California Department of Occupational Safety and Health requires that friable and non-friable ACCM be removed prior to disturbance. The removal of lead based paint and/or asbestos containing materials will also be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. Therefore, the demolition that would be required to accommodate the proposed project will not affect the nearby sensitive receptors since ACM removal will be done in accordance with SCAQMD guidelines.

Potential truck drivers visiting the site (construction and deliveries) must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. In addition, the project's construction contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant and no mitigation is required. Rule 403 requires the watering of exposed soils up to three times

[35] Ardent Environmental Group, Inc. *Asbestos and Lead Based Paint Survey*. Report dated December 20, 2018.

per day can reduce fugitive dust emissions by as much as 55 percent. In addition, the aforementioned provision identified in the California Code of Regulations will limit the amount of particulates emitted by restricting idling time to less than five minutes.

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions, and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide.

However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. According to the Traffic Impact Analysis (TIA) prepared for the proposed project, all three of the study area intersections are currently operating at an LOS A. Those three study area intersections will continue to operate at an LOS A once the project is occupied. As a result, the potential impacts are considered to be less than significant.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project would not result in any significant impacts related to the generation of substantial concentrations of criteria pollutants.

MITIGATION OF POTENTIAL IMPACTS

No mitigation was required since no significant impacts were identified.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts related to the generation of substantial concentrations of criteria pollutants.

4.3 BIOLOGICAL RESOURCES IMPACTS

4.3.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated that several mature trees occupy the site and an existing flood control channel extends along the site's southern boundary. Therefore, there may be a chance of encountering nesting or migratory avian species during the project's construction. As a result, the Initial Study determined that this issue will be analyzed in the EIR to identify the potential impacts along with any requisite mitigation.

4.3.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that would be effective in further reducing potential impacts on biological resources. Those regulations that will serve as standard conditions with respect to biological resources are summarized below.

- *Federal Endangered Species Act*. The United States Congress passed the Federal Endangered Species Act (FESA) in 1973 to protect those species that are endangered or threatened with extinction. The FESA prohibits the taking of endangered or threatened wildlife species. A *take* is defined as harassing, harming (including significantly modifying or degrading habitat), pursuing, hunting, trapping, capturing, or collecting these endangered or threatened wildlife species.

- *Clean Water Act, Section 404*. The Federal Government's Section 404 Guidelines prohibit the issuance of wetland permits for projects that would jeopardize the existence of threatened or endangered wildlife or plant species. The U.S. Army Corps of Engineers must consult with the USFWS and National Oceanic Atmospheric Administration (NOAA) when threatened or endangered species may be affected by a proposed project to determine whether issuance of Section 404 permit would jeopardize the species. Portions of Coyote Creek are potentially subject to the aforementioned permit requirements; however, the portion abutting the subject site is fully developed with concrete lined walls and stream bed.

- *Migratory Bird Treaty Act (MBTA)*. Raptors, migratory birds, and other avian species are protected by a number of State and Federal laws. The Federal MBTA prohibits the possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior.

- *California Endangered Species Act*. The State of California enacted the California Endangered Species Act (CESA) in 1984. The CESA is similar to the FESA but pertains to State-listed endangered and threatened species. CESA directs agencies to consult with California Department of Fish and Wildlife (CDFW) on projects or actions that could affect listed species and directs CDFG to determine whether jeopardy would occur, and allows the Agency to identify "reasonable and prudent alternatives" to the project consistent with conserving the species.

- *California Fish and Wildlife Code*. Section 3503 of the California Fish and *Wildlife* Code states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto. Fish and *Wildlife* Code Section 3503.5 states specifically that it is unlawful to take, possess, or destroy any birds in the orders *Falconiformes* or *Strigiformes* (birds of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Fish and *Wildlife* Code Sections 3511, 4700, and 5050 provide the designation of certain fully protected birds, mammals, and reptiles/amphibians, respectively, stating that the fully protected species or parts thereof may not be taken or possessed at any time.

- *City of La Habra General Plan*. The *City of La Habra General Plan* addresses many issues that are directly related to and influence land use decisions. The Conservation/Natural Resources Element of the General Plan outlines goals, objectives, and policies to identify, protect, and improve significant ecological and biological resources in and around the City. Specifically, the General Plan includes the following policies that pertain to ecological and biological resources:

    - *BR 1.1 Biological Resource Protection*. Conserve and protect wildlife ecosystems, riverine corridors, and sensitive habitat areas including the sensitive plant species areas within the Westridge Golf Course.

    - *BR 1.2 Natural Community Conservation Plan and Habitat Conservation Plan*. Continue to participate in and support the policies of the Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) as a multispecies/multi-habitat reserve system and long-term management program that primarily protects coastal sage scrub and the species that utilize coastal sage scrub habitat.

    - *BR 1.4 Riparian Habitat Integrity*. Work with the Orange County Flood Control District (OCFCD) to maintain open space areas along and within the established creek corridors and flood control channels for the protection of riparian habitats, consistent with requirements to maintain the integrity of these lands for stormwater and flood control management.

    - *BR 1.5 Riparian Restoration*. Work with federal, state, and/or local agencies to restore riparian communities along and within the established creek corridors and flood control channels where appropriate and feasible.

    - *BR 1.8 Tree Preservation*. Encourage the preservation of trees in existing and new development projects that are suitable nesting and roosting habitat for resident and migratory bird species.

    - *BR 1.10 Landscaping*. Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, habitat, and nesting sites for birds and other beneficial insects that help maintain the environmental resources and restore the larger ecosystem.

    - *BR 1.11 Native Plant Use*. Encourage the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and re-vegetation projects.

    - *BR 1.12 Environmental Review*. Ensure that the development and environmental review process is responsive to the preservation and protection of sensitive wildlife and plant species and other sensitive habitat communities.

EXISTING CONDITIONS

The field survey that was conducted for this project indicated that there are no wetlands or riparian habitat present on-site or in the surrounding areas. This conclusion is also supported by a review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper.[36] The project site is currently developed and is occupied by various debris, vehicles, shipping containers, and other miscellaneous equipment.

Plant life is limited to non-native, introduced, and ornamental species that are used for landscaping. Native vegetation has been largely replaced by imported species. Unmaintained ruderal vegetation and ornamental plants and shrubs are the dominant form of plant life. The climate is Mediterranean, which is similar to the rest of the Southern California region, with moderate temperatures year-round, rainy winters, and dry summers that support a wide range of imported vegetation.

Increasing urbanization in the region has led to the loss of native plants and animal communities and only an occasional migratory flock of birds may be spotted. Animal and plant species in the City consist mainly of domesticated pets and rodents as well as plants used for landscaping purposes. A review of the California Department of Fish and Wildlife California Natural Biodiversity Database (CNDDB) Bios Viewer for the La Habra Quadrangle indicated that there are five threatened or endangered species located within the aforementioned Quadrangle.[37] These species include:

- The *Southwestern Willow Flycatcher*, is not likely to be found on-site due to the lack of dense riparian habitat.

- The *Least Bell's Vireo* lives in a riparian habitat, with a majority of the species living in San Diego County. The project site does not contain any riparian habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present on-site or in the adjacent properties. Therefore, the likelihood of encountering this species on-site is considered to be remote.

- The *Coastal California Gnatcatcher's* habitat within La Habra is identified in Chapter 6 (Conservation/Natural Resources) of the City's General Plan. The coastal sage scrub found within the protected areas of the Westridge Golf Course was identified by the City's General Plan as suitable habitat capable of supporting Coastal California Gnatcatchers. The Coastal California Gnatcatcher will be highly unlikely to be found on-site due to the amount of urbanization in the area and the lack of suitable habitat.

- The *Belding's Savannah Sparrow* will not be encountered during construction activities because they are found within riparian habitat such as the Los Cerritos Marsh, located 15.32 miles to the southwest of the project site and the Ballona Wetland, located 28.38 miles west. These areas are located along the Coast. As indicated previously, the project site does not contain any riparian habitat. Therefore, it is highly unlikely that this species will be encountered on-site.

[36] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html

[37] California Department of Fish and Wildlife. *Bios Viewer*. https://map.dfg.ca.gov/bios/?tool=cnddbQuick

- Finally, the *Bank Swallow* populations located in Southern California are extinct.[38]

4.3.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact with respect to question D of the biological resources sections if it results in the following:

- The proposed project's potential for substantially interfering 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.

4.3.4 ENVIRONMENTAL IMPACTS

4.3.4.1 The proposed project's potential for substantially interfering 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.

DISCUSSION OF IMPACT ANALYSIS

The United States Fish and Wildlife Service is responsible for enforcing the Migratory Bird Treaty Act of 1918. The Migratory Bird Treaty Act of 1918 makes it illegal to take, possess import, export, transport, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such bird except under the terms of a valid Federal permit.[39] There are over 20 mature trees and shrubs located on-site, which may have the potential to harbor migratory birds. These mature trees and shrubs will be removed during the construction phase to accommodate the proposed project.

As indicated previously, the project site abuts the Coyote Creek to the south. The Coyote Creek is classified as riverine habitat, which includes all wetlands and deepwater habitats contained within a channel.[40] It is important to note this segment of Coyote Creek is actually a concrete lined flood control channel. Nesting and/or migratory species may be impacted by construction activities depending on the time of year. As a result, mitigation will be provided to reduce potential impacts to nesting and migratory species.

CUMULATIVE IMPACTS

The site is presently developed and there is no wetland or riparian habitat present on-site. In addition, the project site does not contain any endangered plant or tree species. The project's implementation will not result in a city or statewide loss in protected habitat.

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[38] California Partners in Flight Riparian Bird Conservation Plan. *BANK SWALLOW (Riparia riparia).* http://www.prbo.org/calpif/htmldocs/species/riparian/bank_swallow_acct2.html

[39] U.S. Fish and Wildlife Service. *Migratory Bird Treaty Act*. https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php

[40] Ibid.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The preceding analysis determined the proposed project may have the potential to impact nesting and migratory species during the project's construction phase.

MITIGATION OF POTENTIAL IMPACTS

The following mitigation is required in order to protect nesting and migratory species:

> *Mitigation Measure No. 4 (Biological Resources Impacts).* If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis indicated the proposed project would not result in substantial degradation of local biological resources and its surroundings.

4.4 CULTURAL RESOURCES IMPACTS

4.4.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated that proposed project's potential impacts to cultural resources would require analysis in the Draft EIR. As a result, the Initial Study determined that this issue will be analyzed in the EIR to identify the potential impacts along with potential mitigation measures that would be effective in reducing potential consumption.

4.4. 2 ENVIRONMENTAL SETTING

REGULATORY SETTING

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential cultural resources impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those

regulations that will serve as standard conditions with respect to potential cultural resources impacts are listed in this section.

REGULATORY SETTING - FEDERAL REGULATIONS

Federal regulations for cultural resources are governed primarily by Section 106 of the National Historic Preservation Act (NHPA) of 1966. Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, *Protection of Historic Properties*, are found in 36 Code of Federal Regulations (CFR), Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places.

The criteria for determining National Register Eligibility are found in 36 CFR Part 60, Amendments to the Act (1986 and 1992) and subsequent revisions to the implementing regulations have, among other things, strengthened the provisions for Native American consultation and participation in the Section 106 review process. While Federal agencies must follow Federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if a project requires a Federal permit or if it uses Federal money. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons;

- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,

- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- Districts, sites, buildings, structures, and objects that are associated with events that have made a significant contribution to the broad patterns of our history;

- A building or structure removed from its original location that is significant for architectural value, or which is the surviving structure associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.

REGULATORY SETTING - STATE

State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC). A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, that is historically or archaeologically significant. Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the importance of cultural resources. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- The resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;

- The resources has a special and particular quality such as being the oldest of its type or the best available example of its type; and,

- The resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

In addition, the California State Assembly drafted a bill known as Assembly Bill 52 (AB-52), which is an act to amend Section 5097.94 of the Public Resources Code, and to add Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 of the Public Resources Code, relating to Native Americans. This bill was signed into law by Governor Edmund G. Brown on September 25, 2014 and took into affect beginning on July 1, 2015. Under AB-52, Lead Agencies who oversee the preparation of an Environmental Impact Report, Mitigated Negative Declaration, or Negative Declaration are required to consult with local Native American tribes to determine the likelihood of encountering significant archaeological resources.

This consultation period is valid for 30 days and is independent of the public review period required once a project is recorded at the County Clerk. The tribal representatives may request on-site monitoring during a project's construction phase, indicate that no monitoring is necessary, or choose to not provide any form of consultation. Regardless of the outcome, the request for consultation is mandatory.

REGULATORY SETTING - CITY OF LA HABRA

The Resource Management Element of the La Habra General Plan addresses the State's requirements for an open space element and conservation element. The scope of this Element was expanded to include cultural resources, including historic resources. This Element also includes a number of policies that are relevant to historic preservation.

- *CR 1.1 Identification*. Maintain and periodically update the inventory of historic and cultural resources that may be eligible for listing in significant registers, including individual properties, sites, and districts to provide adequate protection of these resources.

- *CR 1.2 Applicable Laws and Regulations*. Ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented including the California Historical Building Code and State laws pertaining to archaeological resources, to assure the adequate protection of these resources.

- *CR 1.3 Consultation*. Consult with the appropriate organizations and individuals to minimize potential impacts to historic and cultural resources, such as the Information Centers of the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), the Native American groups, and organizations.

- *CR 1.4 National, California, and Local Registers*. Encourage and assist property owners of qualified resources to seek listing for qualified resources under the appropriate register(s) including the National Register of Historic Places, California Register of Historic Resources, and Orange County Historical Landmarks.

- *CR 1.5 Planning*. Take historical and cultural resources into consideration in the development of planning studies and documents.

- *CR 1.8 Early Consultation*. Minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.

- *CR 1.13 Archaeological Resources*. Develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

In addition, the Historic Context and Survey Report that was prepared for the City by Galvin Preservation Associates, Inc. was consulted to determine whether the project site meets the criteria set forth by the California Register of Historical Resources. There were a total of 28 listings within the City. The property was not included on the aforementioned list.[41]

PREHISTORIC SETTING

The first occupants of the Southern California migrated into the region thousands of years prior to the arrival of Europeans. The Southern California area was first occupied by Native Americans who were the descendants of the hunting and gathering peoples that migrated from Asia into North America. The time period in which these early peoples were first established in the Southern California region is uncertain, though there is archaeological evidence that a fully maritime-adapted, seafaring culture existed in Southern California at least ten thousand years ago. On the mainland, discoveries at Rancho La Brea and the recovery of artifacts at Malaga Cove on Santa Monica Bay, suggest a long history of occupation for the region.[42]

The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.[43] The Gabrieleño tribe has lived in this region for around 7,000 years.[44] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[45] The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Both sites are located at least five miles from the project site.[46] Another encampment was recorded in the Brea Canyon area. The nearest archeological resource to the project site is located within the West Coyote Hills area. This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. This area is located approximately two miles to the south of the proposed project site.

HISTORIC SETTING

The community was formally founded and named "La Habra" in 1896 with the establishment of a local United States Post Office. By 1916, the community had grown with stores, restaurants, hotels, commercial uses, and housing supporting a thriving citrus production and oil industry. In 1925, La Habra was incorporated with a population of 3,000 residents.

[41] City of La Habra. *Final Environmental Impact Report For: General Plan 2035*. Pages 5.3-5 through 5.3-7.

[42] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

[43] Tongva People of Sunland-Tujunga. *Introduction*. http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

[44] Ibid.

[45] Rancho Santa Ana Botanical Garden. *Tongva Village Site*. http://www.rsabg.org/tongva-village-site-1

[46] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles*. 1996.

4.4.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to cultural resources if it would:

- *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

4.4.4 ENVIRONMENTAL IMPACTS

4.4.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR CAUSING A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO §15064.5.

DISCUSSION OF IMPACT ANALYSIS

The project site is currently occupied. The City of La Habra General Plan Environmental Impact Report (EIR) indicates potential archaeological sites in the City may have subsurface and/or previously unknown deposits that would be impacted by future development, redevelopment, or other soil-disturbing activities on undisturbed soil. As a result, the General Plan EIR requires an archaeological study and monitoring for ground-disturbing activities on undisturbed soil. Formal Native American consultation was provided in accordance with AB-52. The tribal representative for the Gabrielino Kizh indicated that the project site is situated in an area of high archaeological significance. As a result, mitigation is required.

Furthermore, in the unlikely event that remains are uncovered by construction crews and/or the Native American Monitors, all excavation and grading activities shall be halted and the City of La Habra Police Department will be contacted (the Department will then contact the County Coroner). Title 14; Chapter 3; Article 5; Section 15064.5 of CEQA will apply in terms of the identification of significant archaeological resources and their salvage. Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant.

CUMULATIVE IMPACTS

Impacts to cultural resources are typically site-specific. Mitigation has been provided that would ensure no impacts to cultural resources would occur during the project's construction phase. In addition, the project's implementation will not result in a loss in any local or State designated historic resource as there are none on-site.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project may have the potential to impact cultural resources including tribal cultural and archaeological resources. As a result, mitigation is required to reduce potential impacts to levels that are less than significant.

MITIGATION OF POTENTIAL IMPACTS

Mitigation Measure No. 5 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The mitigation provided in the previous subsection will ensure potential impacts remain at levels that are less than significant.

4.5 ENERGY

4.5.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated that proposed project's potential energy consumption impacts would require analysis in the Draft EIR. As a result, the Initial Study determined that this issue will be analyzed in the EIR to identify the potential consumption impacts along with potential mitigation measures that would be effective in reducing potential consumption.

4.5.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

The State of California has established regulations aimed at reducing state-wide energy consumption. These regulations apply to new and existing development and are provided in Title 24 of the California Code of Regulations. The following sections of Title 24 are applicable to the project.

- *Title 24 - Building Standards Code, Part 6 – California Energy Code.* Title 24, Part 6 contains energy requirements for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. These energy requirements include the use of energy efficient appliances and fixtures such as air conditioning units and lighting.

- *Title 24 - Building Standards Code, Part 11 – California Green Building Code.* The purpose of the California Green Building Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Title 24, Part 6 requirements have been incorporated into the California Green Building Code. These California Green Building Code requirements include the use of energy and water efficient appliances and fixtures such as double paned windows, insulation, low flow faucets, and stormwater treatment appurtenances.

In addition, the following General Plan goals and policies would be applicable to the proposed project:

- *E 1.1 Adequate Service and Facilities.* Coordinate with energy service providers to supply adequate electricity and natural gas service and facilities are available to meet the demands of existing and future development.

- *1.3 New Utility Infrastructure.* Require that new utility lines be constructed underground and along existing utility corridors.

- *E 2.2 Title 24 Energy Efficiency.* Continue to enforce energy conservation measures and efficient design standards related to residential and nonresidential buildings as required by Title 24.

- *E 2.3 California Green Building Standards Code.* Continue to enforce California Green Building Standards Code sustainable construction building practices in the planning

- *E 2.4 California Energy Code.* Continue to enforce California Energy Code practices regulating and controlling the energy efficiency of buildings in La Habra.

- *E 2.7 Energy Efficient Design.* Encourage site, building, and landscape design that reduces exterior heat gain and heat island effects (e.g., building orientation and exposure, tree plantings, reflective paving materials, covered parking, cool roofs) to reduce energy demands.

In addition, the City of La Habra recently adopted a Climate Action Plan (CAP) in January of 2014. The goals presented Chapter 4, Section 4.3 require energy the implementation of energy reduction measures. Moreover, the following policy will be applicable to the project:

- *R2-E1: NEW CONSTRUCTION RESIDENTIAL ENERGY EFFICIENCY REQUIREMENTS.* This measure facilitates the implementation of energy efficient design for all new residential buildings to be 20% beyond the current Title 24 Standards. This energy efficiency requirement is equal to that of the LEED for Homes and ENERGY STAR programs. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following: install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc ; install solar water heaters; install top quality windows and insulation; install energy efficient lighting; optimize conditions for natural heating, cooling and lighting by building siting and orientation; use features that incorporate natural ventilation; install light-colored "cool"

pavements, and strategically located shade trees along all bicycle and pedestrian routes; and incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

EXISTING CONDITIONS

Electricity in the City of La Habra is provided by Southern California Edison Company (SCE). SCE has three electrical facility substations that serve the City. Natural gas service in the City of La Habra is provided by Southern California Gas Company (SCGC). SCGC maintains medium pressure facilities in nearly every street of the City. In addition, gas transmission lines are located throughout La Habra, with a high-pressure gas main located within the Union Pacific Railroad right-of-way, which generally traverses the City in an east-west direction.[47] The project site is currently occupied by two structures totaling approximately 2,400 square feet. These two structures consume an estimated 23,616 kWh of electricity per year and 552 therms of natural gas per year (refer to Table 4-12).

4.5.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant adverse environmental impact with respect to energy impacts if it results in the following:

- The proposed project's potential for resulting in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

- The proposed project's potential for conflicting with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.4 ENVIRONMENTAL IMPACTS

4.5.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

DISCUSSION OF IMPACT ANALYSIS

Table 4-12, shown on the following page, provides an estimate of electrical and natural gas consumption for the proposed project. As indicated in the table, the project is estimated to consume approximately 378,044 kilowatt (kWh) per year of electricity and 18,734 therms of natural gas.

[47] City of La Habra General Plan. *Chapter 4 – Infrastructure*. Plan dated 2014.

Table 4-12
Estimated Annual Energy Consumption

Project	Consumption Rate	Total Project Consumption
Existing Conditions (assumes 2,400 sq.ft. of miscellaneous uses)		
Electrical Consumption	9.84 kWh/unit/year	23,616 kWh/year total
Natural Gas Consumption	0.23 therms/unit/year	552 therms/year total
Proposed Project (assumes 58-units)		
Electrical Consumption	6,518 kWh/unit/year	378,044 kWh/year total
Natural Gas Consumption	323 therms/unit/year	18,734 therms/year total
Net Change		
Electrical Consumption		+ 354,428 kWh/year total
Natural Gas Consumption		+ 18,182 therms/year total

Source: Southern California Edison and Southern California Gas Company.

The existing uses currently consume an average of 23,616 kWh of electricity annually. These uses also consume approximately 552 therms of natural gas per year. Once occupied, the existing uses will result in a net increase in electricity and natural gas consumption. As shown in Table 4-12, the project will result in a 354,428 kWh per year increase in electricity consumption and an 18,182 therms per year increase in natural gas consumption.

It is important to note that the project will be constructed in compliance with Part 6 and Part 11 of Title 24 of the California Code of Regulations. Part 6 of Title 24 requires the installation of fixtures and appliances that are certified to the Energy Commission such as windows, indoor and outdoor lighting, doors, appliances, water heaters, and insulation. The use of these materials will ensure the project's energy consumption is kept at levels that are considered to be less than significant, especially insulation, which allows buildings to retain heat or cooler indoor temperatures. In addition, Southern California Edison will be able to accommodate the development. Nevertheless, the proposed project will be required to adhere to the policy identified in the City's Climate Action Plan that requires project to be 20 percent more efficient than existing code requirement. As a result, mitigation will be provided that will achieve additional energy savings.

CUMULATIVE IMPACTS

The project will consume more energy resources than the current land use. The addition of the related projects will result in a city-wide increase in the consumption of energy resources. Nevertheless, the project and related projects will be constructed in accordance with the California Green Building Code.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding energy consumption. Nevertheless, the project will be required to be 20 percent more energy efficient than the existing code requirement.

MITIGATION OF POTENTIAL IMPACTS

The following mitigation will be required in order to comply with the City's Climate Action Plan:

Mitigation Measure No. 6 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar water heaters within all units to the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 7 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar panels for all units to the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 8 (Energy Impacts). The project Applicant shall submit to the Chief Building Official for review and approval an Energy Efficient Program that identifies all energy savings measures incorporated into the development project that implements the City's adopted Climate Action Plan that requires a 20% energy savings above Title 24 building code requirements prior to issuance of building permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding energy consumption.

4.5.4.2 THE PROPOSED PROJECT'S POTENTIAL FOR CONFLICTING WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

DISCUSSION OF IMPACT ANALYSIS

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning (which is to ensure that the building's energy efficient fixtures meet or exceed their performance and energy savings) to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. A majority of the energy that will be consumed once the project is occupied will be related to lighting, cooling, and ventilation. Adherence to the requirements identified in the California Green Building Code will further ensure conformance with the State's goal of promoting energy and lighting efficiency. As a result, the impacts are considered to be less than significant. As indicated previously, proposed project will be required to adhere to the policy

identified in the City's Climate Action Plan that requires project to be 20 percent more efficient than existing code requirement. As a result, mitigation will be provided that will achieve additional energy savings.

CUMULATIVE IMPACTS

The project will consume more energy resources than the current land use. The addition of the related projects will result in a city-wide increase in the consumption of energy resources. Nevertheless, the project and related projects will be constructed in accordance with the California Green Building Code.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding energy consumption.

MITIGATION OF POTENTIAL IMPACTS

No mitigation was required since no significant energy impacts were identified.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding energy consumption.

4.6 GEOLOGY & SOILS IMPACTS

4.6.1 SCOPE OF ANALYSIS

The Initial Study that was prepared for the proposed Volara Townhomes development indicated that soil conditions may have the potential to impact the proposed project. As a result, the Initial Study determined that this issue will be analyzed in the EIR to identify the potential soil impacts along with potential mitigation measures that would be effective in reducing potential impacts to future residents.

4.6.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

The State of California has enacted and/or established the following programs and legislative actions pertaining to seismic hazards:

- *California Geological Survey Seismic Hazard Zones Mapping Program.* The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate seismic hazard zones. The purpose of the act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. The act requires that site-specific geotechnical investigations be performed prior to the permitting of most urban

development projects that are located within the designated hazard zones. The eastern two-thirds of the City have been identified as being subject to a potential liquefaction risk.

- *Alquist-Priolo Earthquake Zoning Act.* In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[48] The Act established Alquist-Priolo Special Studies Zones (APSSZ) which designated those active faults that could result in surface rupture in the event of an earthquake along the fault trace. The CGS identified a number of active faults in the State that may generate surface rupture.

- *Title 24 – California Building Code of the California Code of Regulations.* Title 24 of the California Code of Regulations contains design requirements and seismic safety standards that have been implemented by the State. These design requirements and safety standards apply to the building's design and structural components. In addition, these design requirements and safety standards apply to building foundations and existing soil conditions.

EXISTING CONDITIONS

The City of La Habra is located in a seismically active region. Many major and minor local faults traverse the entire Southern California region, posing a threat to millions of residents including those who reside in the region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed project site. According to the City of La Habra Hazard Mitigation Plan, earthquakes pose the greatest threat to the safety of the City's citizens and thousands of employees. Earthquakes are ranked the highest in a chart showing hazard ranks with a score of 50.[49] The Alquist-Priolo Special Studies Zone (APSSZ) map prepared for La Habra and the surrounding area identifies two APSSZs: the Whittier-Elsinore fault and the Coyote Hills Fault. Neither fault trace extends into the project site.[50]

The project site is not located within a liquefaction or landslide zone (refer to Exhibit 4-3). A Geotechnical Report was prepared for the project by Strata-Tech Engineering. According to the Geotechnical Report, the project site is underlain with fill ranging in depth from three to 10 feet. The fill consists primarily of a mix of silt, clay, some sand, and inorganic debris. Native soils comprised of orange-brown clayey sands were also encountered on-site. The Geotechnical Report is presented in Appendix A of the Water Quality Management Plan (WQMP). The WQMP can be located in its entirety in Appendix D of this report.

[48] California Department of Conservation. *What is the Alquist-Priolo Act* http://www.conservation.ca.gov /cgs/rghm/ap/ Pages/main.aspx
[49] City of La Habra Hazard Mitigation Plan. *ES.4 Hazard Risk Assessment*. Plan dated October 2007.

[50] Ibid.

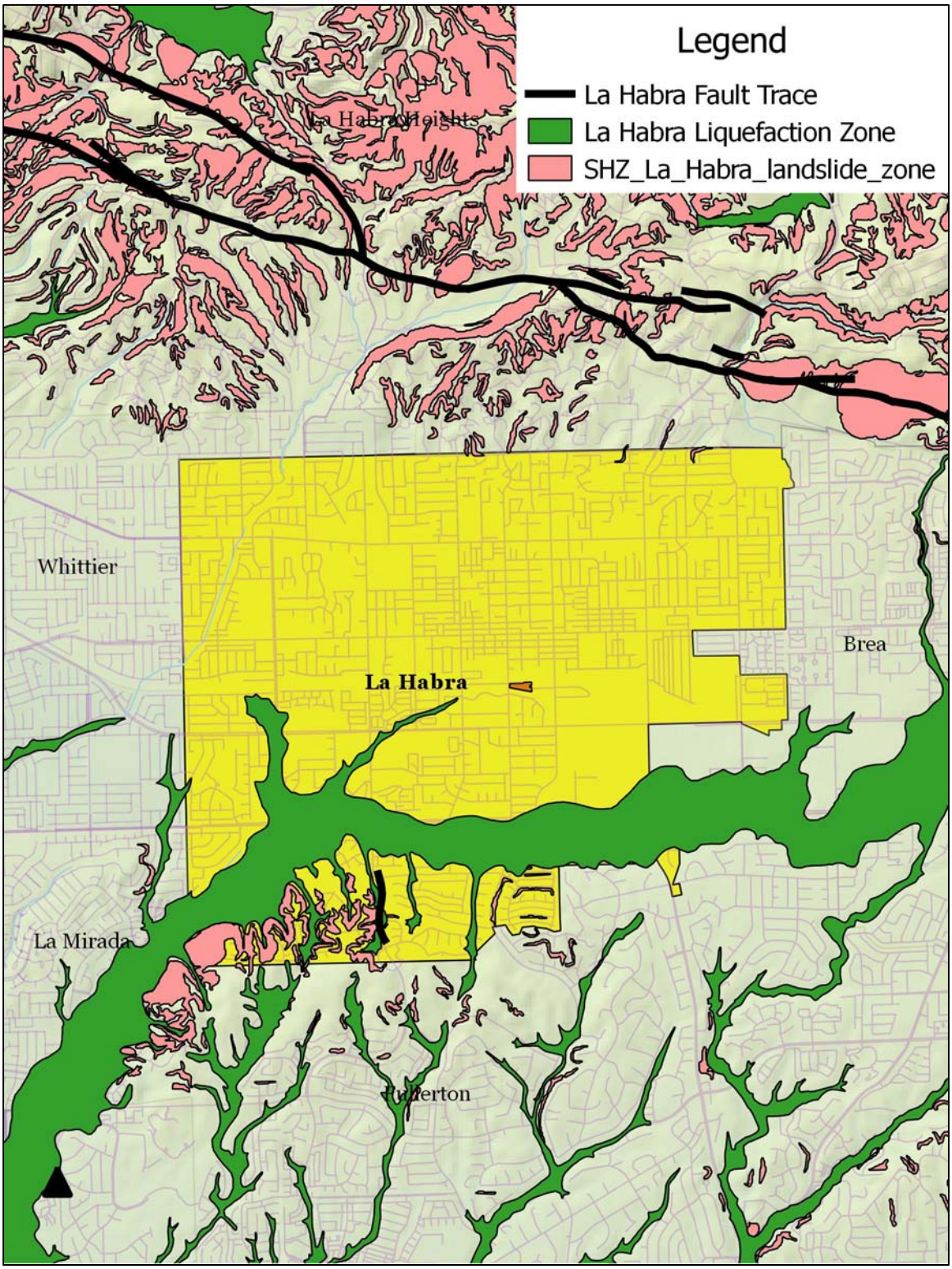

EXHIBIT 4-3
SEISMIC HAZARDS MAP

SOURCE: QUANTUM GIS AND THE CALIFORNIA DEPARTMENT OF CONSERVATION

4.6.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to geology and soils impacts if it:

- Results in substantial soil erosion or the loss of topsoil.
- Is 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.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.4 ENVIRONMENTAL IMPACTS

4.6.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

DISCUSSION OF IMPACT ANALYSIS

As indicated previously, the project site is underlain with fill ranging in depth from three to 10 feet. The fill consists primarily of a mix of silt, clay, some sand, and inorganic debris. Native soils comprised of orange-brown clayey sands were also encountered on-site.[51] The site's underlying soils will be exposed during the project's construction phase. As a result, topsoil and sediment may be discharged off-site into the adjacent Coyote Creek flood control channel in the absence of mitigation.

The Applicant will be required to adhere to the construction of Best Management Practices (BMPs) outlined in the Construction Runoff Guidance Manual. The construction BMPs identified in the Construction Runoff Guidance Manual are applicable for all projects located within Orange County.[52] These construction BMPs are grouped into the following categories: erosion control, which focuses on preventing soil from being eroded by stormwater and potentially discharged from the construction site; sediment control, which focuses on preventing eroded soil from being discharged from the construction site; wind erosion control, which protects the soil surface and prevents the soil particles from being detached by wind; tracking control, which prevents or reduces the amount of sediment that is tracked to paved areas from unpaved areas by vehicles or construction equipment; non-stormwater management, which limits or reduces potential pollutants at their source before they are exposed to stormwater; and waste management and materials pollution control, which practices that limit or reduce or prevent the contamination of stormwater by construction wastes and materials.[53] The City's NPDES program coordinator and inspector is responsible for ensuring compliance with the County requirements. Adherence to the aforementioned requirements will minimize soil erosion during the project's construction phase.

[51] Strata-Tech, Inc. *Geotechnical Investigation*. Report dated February 9, 2018.

[52] Orange County Public Works. *Construction Runoff Guidance Manual*. Report dated December 2012.

[53] Ibid.

Once occupied, the project site would be paved over and landscaped, which would minimize soil erosion. Surface runoff will be directed to the landscaped areas for filtration and absorption. Additional runoff will be directed to catch basins with inlet filters located in the internal drive aisles. This water will then be conveyed to a modular wetlands biofiltration basin in the southeast corner of the site for additional treatment. According to the Water Quality Management Plan (WQMP) that was prepared for the project, the pre-development runoff volume based on a two-year storm is 15,416 cubic feet. The post-development runoff volume based on a two-year storm drops to 9,540 cubic feet.[54] This residual runoff will then be discharged into the Coyote Creek after it has been filtered by the on-site structural BMPs. Since the project's implementation will result in reduce runoff volumes, the potential impacts are considered to be less than significant with respect to soil erosion. In addition, the presence of vegetation and impervious surfaces also minimizes erosion.

CUMULATIVE IMPACTS

Impacts regarding geology and soils are typically site specific. The project's implementation will not result in soil erosion that would affect the entire City. Furthermore, the soils that underlie the project site consist of fill materials.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project may result in significant impacts regarding soil erosion in the absence of mitigation.

MITIGATION OF POTENTIAL IMPACTS

The following mitigation is required and was taken verbatim from the Geotechnical Report:

> *Mitigation Measure No. 9 (Geology and Soils Impacts).* The Applicant must ensure that positive drainage is planned for the site. Drainage must be directed away from structures via non-erodible conduits to suitable disposal areas. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding soil erosion or a loss of topsoil due to standard conditions that will be placed on the project.

[54] DMS Consultants, Inc. *Preliminary Water Quality Management Plan (WQMP)*. December 17, 2018.

4.6.4.2 THE PROPOSED PROJECT'S POTENTIAL FOR BEING 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.

DISCUSSION OF IMPACT ANALYSIS

Shrinking and swelling is influenced by the amount of clay present in the underlying soils.[55] If soils consist of expansive clay, damage to foundations and structures may occur. According to the Geotechnical Report, the near surface soils have a medium to high expansion potential. As a result, mitigation is proposed to ensure that the underlying soils are capable of accommodating the proposed project.

CUMULATIVE IMPACTS

Impacts regarding geology and soils are typically site specific. The project site is underlain with soils that have a potential for expansion. Adherence to the mitigation provided below will reduce potential impacts to levels that are less than significant.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis within the Geotechnical Study determined that expansive soils may impact future development.

MITIGATION OF POTENTIAL IMPACTS

The following mitigation is required and was taken verbatim from the Geotechnical Report:

Mitigation Measure No. 10 (Geology and Soils Impacts). The Applicant must ensure that concrete slabs on grade will be supported on at least one feet of engineered fill compacted to a minimum of 90 percent relative compaction. Slabs must be at least four inches thick and reinforced with a minimum of No. 4 Rebars 18 inches on center. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 11 (Geology and Soils Impacts). The Applicant must ensure that the underlying soils are kept moist prior to casting the slab. However, if the soils at grade become disturbed during construction, they should be brought to approximately optimum moisture content and rolled to a firm, unyielding condition prior to placing concrete. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 12 (Geology and Soils Impacts). The Applicant must use a vapor barrier consisting of plastic film in areas where a moisture sensitive floor covering will be used. The vapor barrier should be properly lapped and sealed. Since the vapor barrier will prevent moisture from

[55] Natural Resources Conservation Service Arizona. *Soil Properties Shrink/Swell Potential.* http://www.nrcs.usda.gov/wps/portal/nrcs /detailfull/az/soils/?cid=nrcs144p2_065083

draining from fresh concrete, a better concrete finish could be obtained if at least two inches of wet sand is spread over the vapor barrier prior to placement of concrete. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 13 (Geology and Soils Impacts). All utility line backfills, both interior and exterior, must be compacted to a minimum of 90 percent relative compaction and must require testing at a maximum of two feet vertical intervals. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 14 (Geology and Soils Impacts). Hardscape and slab sub grade areas shall exhibit a minimum of 90 percent relative compaction to a depth of at least one foot. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The preceding analysis determined the proposed project would not result in any significant impacts regarding expansive soils.

4.6.4.3 THE PROPOSED PROJECT'S POTENTIAL TO DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

DISCUSSION OF IMPACT ANALYSIS

The project site is underlain by the La Habra formation, which dates back to the Pleistocene age.[56] The Pleistocene age spanned from 2.6 million to 11,700 years ago and contains an abundance of well-preserved fossils.[57] The Geology and Oil Resources of the Western Puente Hills Area prepared by the USGS indicated the discovery of tusk fragments belonging to the Elephas Imperator along Imperial Highway in La Habra.[58] A Paleontological Resource Assessment was conducted for the City and the project area was found to contain soils containing Artificial Fill, Young Alluvial Fan Deposits, Pleistocene Alluvial Fan Deposits, and the La Habra Formation. The La Habra Formation has a high paleontological sensitivity, and paleontological resources have been encountered at two nearby localities within these sediments. These sediments have the potential to be encountered during project-related excavations. As a result, mitigation is required to minimize potential impacts to paleontological resources.

CUMULATIVE IMPACTS

Impacts to paleontological resources are typically site-specific. Mitigation has been provided that would ensure no impacts to paleontological resources would occur during the project's construction phase.

[56] USGS. *Geology and Oil Resources of the Western Puente Hills Area, Southern California*. Page C-25.

[57] University of California Museum of Paleontology. *The Pleistocene Epoch*. http://www.ucmp.berkeley.edu/quaternary/pleistocene.php. Website accessed January 16, 2019.

[58] USGS. *Geology and Oil Resources of the Western Puente Hills Area, Southern California*. Page C-25.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project may result in significant impacts to paleontological resources in the absence of mitigation.

MITIGATION OF POTENTIAL IMPACTS

The preceding analysis concluded that the following mitigation is required with respect to paleontological resources:

> *Mitigation Measure No. 15 (Geology and Soils Impacts).* The applicant/developer must retain a County-certified paleontologist approved by the City to conduct full-time monitoring during all earth-moving activities involving previously undisturbed sediments of the La Habra and San Pedro Formations along with periodic paleontological spot checks within excavation areas mapped as Quaternary alluvium exceeding depths of five feet to determine if older, paleontologically sensitive sediments are present. If paleontological resources are encountered during ground-disturbing activities, work in the immediate vicinity of the resource shall cease until a County-certified paleontologist has assessed the discovery and appropriate treatment is determined and implemented. The selected paleontologist shall be submitted to the Director of Community Development for approval and shall be retained prior to the issuance of any permits for the project. The paleontologist shall submit a final report upon completion of his work noting any findings discovered on site to the Director of Community Development prior to issuance of any Certificate of Occupancy permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts with respect to paleontological resources upon implementation of the above-mentioned mitigation measure.

4.7 GREENHOUSE GAS IMPACTS

4.7.1 SCOPE OF ANALYSIS

On April 13, 2009, the Governor's Office of Planning and Research (OPR) submitted to the Secretary for Natural Resources its proposed amendments to the *CEQA Guidelines* for GHG emissions, as required by Public Resources Code section 21083.05 (Senate Bill 97). The revised CEQA Guidelines section 15064.4 clarified several points, including the following:

- Lead agencies must analyze the greenhouse gas emissions of proposed projects. (See CEQA Guidelines, § 15064.4, subd. (a).)

- The focus of the lead agency's analysis should be on the project's effect on climate change, rather than simply focusing on the quantity of emissions and how that quantity of emissions compares to statewide or global emissions. (See CEQA Guidelines, § 15064.4, subd. (b).)

- The impacts analysis of greenhouse gas emissions is global in nature and thus should be considered in a broader context. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national, or global emissions. (See CEQA Guidelines, § 15064.4, subd. (b).)

- Lead agencies should consider a timeframe for the analysis that is appropriate for the project. (See CEQA Guidelines, § 15064.4, subd. (b).)

- A lead agency's analysis must reasonably reflect evolving scientific knowledge and state regulatory schemes. (See CEQA Guidelines, § 15064.4, subd. (b).)

- Lead agencies may rely on plans prepared pursuant to section 15183.5 (Plans for the Reduction of Greenhouse Gases) in evaluating a project's greenhouse gas emissions. (See CEQA Guidelines, § 15064.4, subd. (b)(3).)

- In determining the significance of a project's impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is consistent with those plans, goals, or strategies. (See CEQA Guidelines, § 15064.4, subd. (b)(3).)

- The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. (See CEQA Guidelines, § 15064.4, subd. (c).)

4.7.2 ENVIRONMENTAL SETTING

DESCRIPTION OF GREENHOUSE GASES (GHG)

Greenhouse gases (GHG) refer to a group of compounds that are generally believed to affect global climate conditions. These greenhouse gases trap the heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). The key GHG include the following:

- *Carbon dioxide (CO2)* is an odorless, colorless gas, which has both natural and anthropogenic (arising from human activities) sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out-gassing. Man-made sources of carbon dioxide are from burning coal, oil, natural gas, and wood. CO2 emissions are mainly associated with fossil fuel combustion originating in California and out-of-state power plants that supply electricity to California. Other activities that produce CO2 emissions include mineral production, waste combustion, and vegetation removal.

- *Methane (CH4)* is a flammable gas and is the main component of natural gas. When one molecule of methane is burned in the presence of oxygen, one molecule of carbon dioxide and two molecules of water are released. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are landfills, fermentation of manure, and cattle.

- *Nitrous oxide (N2O),* also known as laughing gas, is produced naturally by microbial processes in soil and water. Man-made sources of nitrous oxide include agricultural sources, industrial processing, fossil fuel-fired power plants, and vehicle emissions. Nitrous oxide is also used as an aerosol spray propellant and in medical applications. In addition to CO2, CH4, and N2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO2, denoted as *CO2e*.

In addition, there are a number of man-made pollutants, such as CO, NOx, non-methane VOC, and SO2, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions. As emissions of GHGs increase, temperatures in California are projected to rise significantly over the twenty-first century. The modeled magnitudes of the warming vary because of uncertainties in future emissions and in the climate sensitivity.

REGULATORY SETTING – STATE OF CALIFORNIA

A number of states, including California, have set statewide GHG emission targets. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.[59] Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country's most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40 percent reduction in greenhouse gas emissions below 1990 levels by 2030.[60]

The *California Air Resources Board (CARB)* is part of the California Environmental Protection Agency (CALEPA) and is responsible for overseeing the implementation of the California Clean Air Act, meeting State requirements of the Federal Clean Air Act, and the establishment of the State ambient air quality standards. The CARB is responsible for the preparation setting emission standards for vehicles sold in California and for other emission-sources including consumer goods and off-road equipment. The CARB also established vehicle reformulated fuel specifications and the GHG reduction targets identified in SB 375.

[59] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008. http://opr.ca.gov/ceqa/climate-change.html

[60] Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* http://gov.ca.gov/news.php?id=18938

Once operational, the project is required to comply with *Title 24 of the California Code of Regulations* established by the Energy Commission regarding energy conservation standards. The project is also required to comply with Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings of the California Code of Regulations which was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after July 1, 2014 must follow the 2013 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions. The California Green Building Standards Code (code section in parentheses) requires:

- *Construction Waste.* A project must provide a minimum 50% diversion of construction and demolition waste from landfills, increasing voluntarily to 80% for commercial projects. All (100%) trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.

- *Wastewater Reduction.* Each building shall reduce the generation of wastewater with the installation of water-conserving fixtures *or* through the use of non-potable water systems.

- *Water Conservation.* A project must provide a 20% mandatory reduction in indoor water use with voluntary goal standards for 30, 35, and 40% reductions.

- *Irrigation Efficiency.* Moisture-sensing irrigation systems for larger landscaped areas must be provided.

- *Pollution Control.* Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard must be used.

- *Building Operations.* Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet must occur to ensure that all are working at their maximum capacity according to their design efficiencies.

REGULATORY SETTING - CITY OF LA HABRA GENERAL PLAN

The City of La Habra 2035 General Plan addresses air quality within the City in the Air Quality and Climate Section of the Conservation/Natural Resources Element. The following General Plan Goals and Policies would be applicable to the project:

- *AQ 2.4 - Land Use-Air Quality Relationship.* Implement zoning and land use practices that have a beneficial impact on air quality and reduce the impacts of climate change.

- *AQ 2.6 - Evaluate Air Quality Impacts.* Evaluate the significance of air quality impacts from projects or plans as part of the environmental review process and establish necessary and appropriate mitigation requirements for project or plan approval.

- *AQ 3.3 - Private Development Infrastructure*. Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are located and designed consistent with the character and quality of La Habra's neighborhoods and districts.

REGULATORY SETTING - CITY OF LA HABRA CLIMATE ACTION PLAN

The City of La Habra, in conjunction with Atkins, prepared a Climate Action Plan to reduce City-wide GHG emissions in 2014. Through the Climate Action Plan, the City has established goals and policies that incorporate environmental responsibility into its daily management of transportation, energy, water, and solid waste to further the City's commitment. The City's Climate Action Plan requires all development to result in a 20 percent reduction in energy use beyond that required by in the most current building code.

4.7.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to greenhouse gas emissions if it:

- Conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

4.7.4 ENVIRONMENTAL IMPACTS

4.7.4.1 THE PROPOSED PROJECT'S POTENTIAL TO CONFLICT WITH AN APPLICABLE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

DISCUSSION OF IMPACT ANALYSIS

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG is emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface will be about 61°F cooler.[61] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO_2E ($MTCO_2E$) per year for commercial projects, 3,500 $MTCO_2E$ per year for residential projects, 3,000 $MTCO_2E$ per year for mixed-use projects, and 7,000 $MTCO_2E$ per year for industrial projects. The SCAQMD currently has an established threshold of 10,000 $MTCO_2E$ per year for industrial

[61] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

development (according to the SCAQMD, this threshold may be used for all type of development if the lead agency does not have a threshold identified).[62]

Table 4-13 summarizes annual greenhouse gas (CO_2E) emissions from the proposed project. Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 4-13, the CO_2E total for the proposed project is 623.63 $MTCO_2E$ per year, which is below the aforementioned threshold. The project's construction will result in an annual generation of 399.43 $MTCO_2E$ per year. When amortized over a 30-year period, these emissions decrease to 13.31 $MTCO_2E$ per year. These amortized construction emissions were added to the project's operational emissions to calculate the proposed project's true GHG emissions. The method described above is required by the SCAQMD in order to disclose a project's full GHG impacts. As shown in the table, the proposed project's total operational emissions will be 636.94 $MTCO_2E$ per year, which is still below the thresholds identified by the SCAQMD.

Table 4-13
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (tons/year)			
	CO_2	CH_4	N_2O	CO_2E
Long-Term – Area Emissions	14.90	--	--	15.01
Long-Term - Energy Emissions	146.67	--	--	147.32
Long-Term - Mobile Emissions	422.28	0.01	--	422.71
Long-Term – Waste Emissions	5.41	0.32	--	13.41
Long-Term – Water Emissions	21.93	0.09	--	25.16
Long-Term - Total Emissions	**611.21**	**0.44**	**--**	**623.63**
Total Construction Emissions	**397.20**	**0.08**	**--**	**399.43**
Construction Emissions Amortized Over 30 Years				**13.31 $MTCO_2E$**
Total Operational Emissions with Amortized Construction Emissions				**636.94 $MTCO_2E$**
Significance Threshold				**10,000 $MTCO_2E$**

The GHG emissions estimates reflect what a townhome development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the proposed project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the proposed project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[63] In addition, the population growth that would result from project implementation has been

[62] Phone Call with Ms. Lijin Sun of the SCAQMD.

[63] California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies.

accounted for in the City's 2014 General Plan. The M-1 zoned parcel was not contemplated for residential development in the City's General Plan. Nevertheless, the addition of new dwelling units on that M-1 zoned parcel can be supported since many of the residential development that has been constructed within the City are less than the maximum permitted density. Based on the analysis summarized previously in the Air Quality section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. As a result, the impacts will be less than significant. As indicated previously, the City has adopted a Climate Action Plan (CAP), which provides a list of specific General Plan policies and goals that will reduce GHG emissions. The purposed of the CAP is to reduce emissions attributable to La Habra to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32; and, to reduce emissions attributable to La Habra to levels 30% below 2010 GHG emissions by year 2035. The following measures were obtained from the City's CAP. The project's conformity with the following measures is described in Table 4-14.

Table 4-14
Project's Conformity to the City of La Habra Climate Action Plan

City of La Habra CAP Reduction Measures	General Plan Policy Implementation	Project's Conformity
R2-T1: Land Use Based Trips and VMT Reduction Policies	LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.4, LU 5.4, LU 6.5, LU 7.5, LU 7.6, LU 12.1, LU 13.1, LU 16.3, AT 1.3, AT 1.4, AT 1.8, AT 1.9, AT 1.12, AT 1.13, AT 2.1, AT 2.4, AT 2.6, AT 2.9, AT 2.10, AT 3.1, AT 3.2, AT 3.6, TDM 1.1 – TDM 1.4, TDM 2.1, TDM 2.2, AQ 2.1, AQ 2.2, AQ 4.1	The project conforms to this policy because the project is an infill development that will replace the underutilized light industrial uses that occupy the site with a new residential development.
R2-T2: Bicycle Infrastructure	LU 11.11, LU 16.6, AT 2.1 – AT 2.10	The proposed project will provide bicycle parking spaces as shown on the landscape plan pursuant to Part 11 of Title 24.
R2-E1: New Construction Residential Energy Efficiency Requirements	LU 5.1, LU 5.2, LU 5.4, E 2.2, E 2.3, E 2.5, AQ 2.1, AQ 2.7	This measure involves the adoption of a program that facilitates energy efficient design for all new residential buildings within the City to be 20% beyond the current Title 24 Standards. This energy efficiency measure is equal to that of the LEED for Homes and ENERGY STAR programs.
R2-W1: Water Use Reduction Initiative	WS 1.6, WS 2.1 – WS 2.8, WQ 1.3, WQ 1.5	Compliance with Part 11 of Title 24 will reduce the project's consumption of water.

Source: Atkins

The proposed project would not be in conflict with adopted initiatives designed to control GHG emissions in the coming years. The project will also involve the redevelopment of an underutilized property and this "infill development" is seen as an important strategy in reducing regional GHG emissions. Nevertheless, the project will require mitigation to further ensure compliance with the City's Climate Action Plan.[64] As a result, the proposed project's impacts are less than significant with adherence to the abovementioned mitigation.

[64] City of La Habra Climate Action Plan. *Table 1-1 GHG Related La Habra 2035 General Plan Policies. Page 1-5.* Adopted January 21st, 2016.

CUMULATIVE IMPACTS

The proposed project, like other residential infill development proposed within the City of La Habra, will have positive cumulative impacts since new housing units would be constructed within a City that is strategically located near employment centers, entertainment, and several institutes of higher education. Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities.

According to the City, there are six related projects: the City Hall Relocation/Residential development (nine single family units and 62 condominium units); Skylark development (32 condominium units); the mixed-use development at 701 East Imperial Highway (91-room hotel, 2,250 square feet fast-food restaurant with drive-thru, 2,250; the Pinnacle Residential development; the Olson Company residential development; and the Mountain View Apartments. The combined GHG emissions from the seven projects (including the proposed project) will still be below the threshold of significance established by the SCAQMD (the CalEEMod worksheets for the cumulative emissions are provided in Appendix B). The seven cumulative projects will result in a generation of 4,274 $MTCO_2E$ per year.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project may result in significant impacts regarding GHG emissions in the absence of mitigation.

MITIGATION OF POTENTIAL IMPACTS

The preceding analysis concluded that the following mitigation is required in order to comply with Policy R2-E1 - New Construction Residential Energy Efficiency Requirements, which involves the adoption of a program that facilitates energy efficient design for all new residential buildings within the City to be 20 percent beyond the most current Title 24 Standards. This energy efficiency measure is equal to that of the LEED for Homes and ENERGY STAR programs:

Mitigation Measure No. 16 (Greenhouse Gas Impacts). The Applicant shall submit for review and approval a demolition/construction waste recycling plan pursuant to the City's C&D Waste Management Ordinance to the Director of Public Works prior to the issuance of demolition/building permits.

Mitigation Measure No. 17 (Greenhouse Gas Impacts). The Applicant shall have all plumbing fixtures employ Title 24 requirements to be documented on the building plans submitted to the Chief Building Official for approval prior to issuance of building permits.

Mitigation Measure No. 18 (Greenhouse Gas Impacts). The Applicant shall install new landscaping adding to the appearance of the project site and greater facility as a whole, but also conforming to R3-A1 of the City's CAP reduction measures. The improvements shall be shown on the landscape plan to be submitted for review and approved by the Community Development Director prior to issuance of building permits.

Mitigation Measure No. 19 (Greenhouse Gas Impacts). The Applicant shall submit an irrigation plan for the new landscaped areas that employs timers and other equipment that will maximize water conservation. Plans are to be submitted to the Director of Community Development and Director of Public Works for review and approval prior to issuance of building permits.

Mitigation Measure No. 20 (Greenhouse Gas Impacts). The Applicant/operator shall comply with the City's waste reduction and recycling requirements. A Waste and Reduction and Recycling Plan shall be submitted to the Public Works Director for review and approval prior to issuance of a Certificate of Occupancy.

Mitigation Measure No. 21 (Greenhouse Gas Impacts). The Applicant shall design exterior lighting to avoid wasted energy through the elimination of unnecessary lighting. The Exterior Lighting Plan shall be submitted to the Director of Community Development and the Chief Building Official for review and approval prior to issuance of a building permit.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts with respect to GHG emissions upon implementation of the above-mentioned mitigation measures.

4.8 HAZARDS & HAZARDOUS MATERIALS IMPACTS

4.8.1 SCOPE OF ANALYSIS

This section discusses the potential hazards and hazardous materials impacts anticipated to result from the proposed project's implementation. The development of the project area will result in potential impacts associated with historic contamination (the site is present on the Leaking Underground Storage Tank [LUST] database). The future development will consist of residential uses that will generate limited quantities of hazardous materials typically associated with maintenance, landscaping, and cleaning activities.

4.8.2 ENVIRONMENTAL SETTING

REGULATORY SETTING – FEDERAL, STATE, AND COUNTY

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential impacts related to hazards and hazardous materials. These regulations are considered to be standard conditions in that they are required for all development projects. Those

regulations that will serve as standard conditions with respect to hazards and hazardous materials are identified below and on the following pages.

- *United States Environmental Protection Agency*. The United States Environmental Protection Agency's multi-system search was consulted to determine whether the project site is identified on any Federal Brownfield list; Federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List; Federal Resource Conservation and Recovery Act (RCRA) Treatment, Storage, and Disposal (TSD) Facilities List; and/or Federal RCRA Generators List. The project site was not identified on any of the aforementioned lists.[65]

- *Code of Federal Regulation (49 CFR 171.2[D])*. This regulation pertains to the transportation of hazardous materials. According to that Code, no person may offer or accept a hazardous material for transportation in commerce unless that person is registered in conformance with the applicable regulations, and the hazardous material is properly classed, described, packaged, marked, labeled, and in condition for shipment as required or authorized. The Federal Chapter 49 requirements also apply to intrastate transport in California.

- *California Department of Toxic Substances Control's Envirostor*. A search through the California Department of Toxic Substances Control's Envirostor database indicated that the project site was not included on any Federal or State clean up or Superfund lists.[66] The California DTSC ENVIROSTOR database identifies both known and potential hazardous substances sites and formerly contaminated properties released for reuse, recorded environmental deed restrictions to prevent inappropriate land uses; and risk characterization information used to assess potential impacts to public health and the environment at contaminated sites.

- *Section 65962.5(a)(1) - Cortese List*. Section 65962.5(a)(1), also known as the Cortese List, requires the Department of Toxic Substances Control (DTSC) to compile and annually update a list of all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC § 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC § 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. A search was conducted through the California Department of Toxic Substances Control Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.[67]

- *California State Water Resources Control Board - Leaking Underground Storage Tank database (LUST)*. The LUST database is a list of leaking underground storage tank (LUST) cleanup sites maintained by the State Water Resources Control Board. The parcel that is located just outside of the project boundaries, on the eastside, is identified on the Leaking Underground Storage Tank

[65] United States Environmental Protection Agency. *Multisystem Search*. Site accessed January 16, 2019.

[66] CalEPA. *Envirostor*. http://www.envirostor.dtsc.ca.gov/public/mapfull.asp?global_id=&x=-119&y=37&zl=18&ms=640,480&mt=m&findaddress=True&city=lahabra. Site accessed on January 16, 2019.

[67] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. *http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm*

database (LUST) for the parcel located at 240 4th Avenue.[68] That portion of the site was identified on the aforementioned database for soil contamination. The contaminants of concern included gasoline. The site has since undergone remediation and that case has been closed since 1990.[69]

- *Regulatory Setting – Regional and County*. The *Regional Water Quality Control Board (RWQCB)* was founded to develop and enforce water quality objectives and implementation plans that will best protect the State's waters, recognizing local differences in climate, topography, geology, and hydrology. Each regional board consists of seven part-time members appointed by the Governor and confirmed by the Senate. The Regional Boards are mandated to develop "basin plans" for their respective hydrologic areas, issue waste discharge requirements, take enforcement action against violators, and to monitor water quality.

- The *Los Angeles County Fire Department (LACFD) designated* mission is to protect the public health and the environment throughout the County from accidental releases and improper handling, storage, transportation, and disposal of hazardous materials and wastes. In 1982, the Los Angeles County Board of Supervisors established the Hazardous Materials Control Program in the Department of Health Services for the inspection of businesses generating hazardous waste. In 1991, the program merged into the LACFD and it became the Health Hazardous Materials Division (HHMD). All Hazardous Material Specialists are sworn Los Angeles County Deputy Health Officers personnel. In 1997, HHMD became a Certified Unified Program Agency (CUPA) to administer the following programs within Los Angeles County: the Hazardous Waste Generator Program, the Hazardous Materials Release Response Plans and Inventory Program, the California Accidental Release Prevention Program (Cal-ARP), the Aboveground Storage Tank Program and the Underground Storage Tank Program.

REGULATORY SETTING – CITY OF LA HABRA GENERAL PLAN

Hazardous waste and materials are discussed in the Community Safety Element of the City of La Habra General Plan. The following policies are applicable to the proposed project:

- *HW 1.4 - Assessment of Known Areas of Contamination*. Require new development in known contamination areas to perform comprehensive soil and groundwater contamination assessments, in accordance with applicable regulations, and if contamination exceeds regulatory levels, require new development to undertake remediation procedures consistent with county, regional, and state regulations prior to any site disturbance or development.

- *HW 1.5 - Remediation of Known Sites*. Require that businesses and property owners of known hazardous materials contamination and waste sites develop and implement a remediation plan to investigate, facilitate, and manage the cleanup in coordination and compliance with Orange County, state, and/or appropriate federal agency requirements including the California Department of Toxic Substances Control (DTSC).

[68] California State Water Resources Control Board. *GeoTracker*. https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=lahabra,ca. Site accessed on January 16, 2019.

[69] Ibid.

- *HW 3.1 - Household Hazardous Waste Program.* Provide incentives, when available, to encourage source reduction of hazardous wastes through the City's Household Hazardous Waste Program.

- *HW 3.2 - Hazardous Waste Collection.* Encourage La Habra residents to safely dispose of household hazardous waste such as batteries and paints and E-waste at community collection events or at designated Orange County collection centers.

- *HW 3.3 - Used Motor Oil.* Encourage La Habra residents to safely dispose of used motor oil at the certified oil recycling centers in the City.

- *HW 3.4 - Community Education.* Educate residents and businesses on the proper use, storage, and disposal of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.

- *HW 3.5 - Monitor Hazardous Waste Disposal Practices.* Monitor household hazardous waste disposal practices in coordination with the City's Household Hazardous Waste Program.

- *HW 3.6 - Proper Disposal of Prescription and Over-the-Counter Medications.* Continue to collect unused and waste prescription and other over the-counter medications at the Police Department's annual collection event and work with pharmacies in La Habra to expand their collection throughout the year for proper disposal.

EXISTING CONDITIONS

A Phase I Environmental Site Assessment was prepared for the project by Strata-Tech, Inc (this document is provided in Appendix C). As indicated previously, the site is listed under the LUST database. According to the Phase I report, the structure located at 104 East Electric Avenue was constructed sometime between 1938 and 1947 with additions between 1977 and 1981. Currently the property appears to be two structures (104 and 106 E Electric Ave) and two fenced areas used truck and equipment storage.

Building Permit records located with the City of La Habra show a permit for a 4,000-gallon Underground storage tank was issued in 1980. Bureau of Fire Prevention documents provided by the client; a 4,000-gallon UST was removed without permit in 1990. A permit was issued on April 5, 1990 for removal of the UST. One soil sample was collected from the tank pit and spoil pile. The samples were collected by Mr. Jim Cheshire and were reported as Non-Detect for Total Hydrocarbons, Benzene, Toluene, Ethyl Benzene, and Total Xylenes.[70]

A soil investigation was performed for the site, the results of which are summarized in the Phase II report that is provided in Appendix C that was prepared for the project by Strata-Tech, Inc. The study's analysis and preparation adhered to standard protocols and industry standards. Select soil samples were collected at 2.5 to 5 feet bgs. These soil samples were tested for Total Petroleum Hydrocarbons (TPH), Volatile Organic Compounds (VOCs), Polychlorinated Biphenyls (PCBs), and other various heavy metals. No

[70] Strata-Tech, Inc. *Phase I Environmental Site Assessment Report*. Report dated June 5, 2019.

detectable concentrations of any of the chemicals listed above were found in any of the soil samples submitted for analysis.[71] In addition, testing of groundwater samples indicated that concentrations of the aforementioned compounds are below ESL.[72]

4.8.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to hazards and hazardous materials if it:

- Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

4.8.4 ENVIRONMENTAL IMPACTS

4.8.4.1 THE PROPOSED PROJECT'S POTENTIAL TO CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

DISCUSSION OF IMPACT ANALYSIS

The project's construction will require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. No other hazardous materials would be used during the project's construction phase. The project site was listed under the LUST database, though soil testing conducted by Strata-Tech, Inc identified the presence of trace concentrations of VOCs and TPH at levels below the Regional Water Quality Control Board ESL.[73] Therefore, no additional soil testing or remediation is required for the project site.

In order to accommodate the construction of the project, the Applicant must demolish the existing buildings that occupy the site. According to the Phase I report, the buildings located on-site were originally constructed between 1938 and 1947. Thus, it is likely that these buildings contain Lead Based Paint (LBP) and/or Asbestos Containing Materials (ACM). LBP and/or ACM may be present in the flooring, walls, roof materials, dry wall, etc. due to the age of the buildings present on-site. As a result, lead based paint and/or asbestos containing materials will be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. In addition, mitigation has been provided to further reduce potential impacts from LBP and/or ACM.

[71] Strata-Tech, Inc. *Phase II Environmental Site Assessment Report*. Report dated July 7, 2019.

[72] Ibid.

[73] Ibid.

Due to the nature of the proposed project (a 58-unit townhome development), no hazardous materials beyond what is typically used in a household setting for routine cleaning and maintenance would be used once the project is occupied. As a result, the potential impacts are considered to be less than significant with the implementation of the following mitigation.

CUMULATIVE IMPACTS

Impacts regarding hazards and hazardous materials are typically site specific. Adherence to all pertinent United States Department of Transportation regulations will ensure that no hazardous materials will be discharged during transport.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined the proposed project may result in significant impacts regarding the release of ACM and/or LBP in the absence of mitigation.

MITIGATION OF POTENTIAL IMPACTS

The preceding analysis concluded that the following mitigation is required with respect to ACM and/or LBP:

> *Mitigation Measure No. 22 (Hazards & Hazardous Materials Impacts).* The Applicant shall have ACM and/or LBP be removed from the site prior to any activities which will disturb these materials. Asbestos disturbance and/or removal must be conducted by a California Division of Occupational Safety and Health (DOSH) registered and State licensed asbestos removal contractor. Disturbance and/or abatement operations shall be performed under the direct supervision of a California Certified Asbestos Consultant or Certified Site Surveillance Technician. The California Certified Asbestos Consultant must be approved by the Chief Building Official prior to the issuance of a demolition permit.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined the proposed project would not result in any significant impacts regarding the release of ACM and/or LBP upon implementation of the above-mentioned mitigation measures.

4.8.4.2 THE PROPOSED PROJECT'S POTENTIAL TO EMIT HAZARDOUS EMISSIONS OR HANDLES HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

DISCUSSION OF IMPACT ANALYSIS

There are no schools located within one-quarter of a mile from the project site; however, there is a daycare center located within Portola Park, which is located 500 feet northwest of the project site. The Applicant will remove all of the buildings located within the project site. During these activities, lead and/or asbestos containing materials may be encountered. The handling, removal, and disposal of the aforementioned

items are governed by State and Federal regulations. In addition, the project's contractors must be familiar with SCAQMD Rule 1403. Mitigation was provided in the previous subsection that would further minimize potential impacts related to LBP and/or ACM.

Once occupied, no hazardous materials beyond what is typically used in a household setting for cleaning and maintenance would be used since the project is residential. The project will not require the use of chemicals or materials that require oversight by the Department of Toxic Substances Control, Environmental Protection Agency, Fire Department, SCAQMD, or Regional Water Quality Control Board. As a result, the potential impacts are considered to be less than significant.

CUMULATIVE IMPACTS

Impacts regarding hazards and hazardous materials are typically site specific. Adherence to all pertinent United States Department of Transportation regulations will ensure that no hazardous materials will be discharged during transport. These regulations will be sufficient in protecting the aforementioned daycare from an accidental release during construction.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not result in significant impacts regarding the handling or release of hazardous waste or materials and no mitigation is required.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not result in significant impacts regarding the handling or release of hazardous waste or materials and no mitigation other that what was identified in the previous subsection is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not result in significant impacts regarding the handling or release of hazardous waste or materials after mitigation.

4.9 LAND USE & PLANNING IMPACTS

4.9.1 SCOPE OF ANALYSIS

This section of the EIR discusses the proposed project's impacts as they relate to conformity with the adopted land use plan that is applicable to the project site.

4.9.2 ENVIRONMENTAL SETTING

Land use and planning matters fall under the jurisdiction of the City of La Habra on a local scale. Land use and planning issues are governed by the City's Zoning Code and General Plan.

REGULATORY SETTING – REGIONAL PLAN AND CITY OF LA HABRA GENERAL PLAN

The Southern California Association of Governments (SCAG) - Regional Comprehensive Plan. SCAG publishes three documents that clearly state the goals and policies of the region: the Regional Comprehensive Plan (RCP), the Compass Blueprint and 2% Strategy, and the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS). The RTP and SCS were created based on the Land Use Element contained within the existing City's General Plan. The proposed project will be evaluated with respect to conformity with these regional planning documents. The RCP is a regional advisory plan that addresses a number of important regional issues including housing, traffic, transportation, water, and air quality. The RCP serves as an advisory document to local cities and other governmental agencies in the Southern California region. The RCP is designed to promote resource conservation, economic vitality, and a high quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way.[74] The following policies identified in the *Community Design Element* of the City's General Plan are applicable to the project:

- *LU 1.2 - Development Capacity.* Accommodate the type and density of land uses depicted on the Land Use Diagram to a cumulative (existing and new) maximum of 24,850 housing units and 12,525,000 square feet of commercial and industrial development citywide. These represent increases of 4,213 units and 4.1 million square feet respectively above January 2011 existing development.

- *LU 1.3 - Growth Exceeding Development Capacities.* Allow for increments of development exceeding these limits provided their cumulative environmental impacts do not result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

- *LU 2.1 - Places to Live.* Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in La Habra. The mix, density, size, and location of housing shall be determined based on the projected needs specified in the Housing Element, as amended periodically.

- *LU 3.5 - Complete and Livable Neighborhoods.* Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected with neighborhood-serving businesses and public transit.

- *LU 4.1 - Development Compatibility.* Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile, and truck access, impacts of noise and lighting, landscape quality, and aesthetics.

[74] http://www.scag.ca.gov/rcp/index.htm

- *LU 5.5 - Revitalization of Obsolete and Underused Properties*. Encourage the consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties.

- *LU 7.2 - New Residential Development*. Attract new residential development that is well-conceived, constructed, and maintained in a variety of types and densities, housing types at scales, and locations and costs.

- *LU 9.2 - Amenities*. Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities and community meeting spaces.

- *LU 9.4 - Streetscapes*. Provide ample public spaces and tree-lined sidewalks or pathways furnished with appropriate pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity in multi-family neighborhoods.

ENVIRONMENTAL SETTING – EXISTING LAND USES, ZONING, AND LAND USE DESIGNATIONS

The project site is currently occupied by two structures that were previously used as offices and for storage located in the northern portion of the site. The remainder of the site is covered over in debris, unmaintained ruderal vegetation, shipping containers, waste, operational, and non-operational vehicles, and other miscellaneous equipment. A portion of the project site is currently zoned R-4 Multi-family dwelling. In addition, a portion of the site's General Plan designation is Residential Multi-Family 1 (15-24 units/ac). Parcel Number 022-193-56 is currently zoned M-1 Light Manufacturing with a general plan land use designation of Light Manufacturing. The description of the surrounding uses and their corresponding zoning and land use designations is provided below and on the following pages:

- *North of project site*. A Union Pacific railroad ROW extends along the north side of the project site in an east-west orientation. A PUD known as the Brio Community is located further north. The land use designation for the area to the north containing the Union Pacific Railroad with a land use designation of Light Manufacturing followed by the Brio project having a Medium Density Residential (9-14 du/ac) land use designation and corresponding zoning designation of Euclid Street Specific Plan.

- *South of project site*. The Coyote Creek flood control channel extends along the south side of the project site. A single family neighborhood is located further south. Single family dwelling units occupy frontage along the north and south side of Olive Avenue. The land use designation for the residential neighborhood to the south is Low Density Residential (0-8 du/ac), while the corresponding zoning designation is R-1C – One Family Dwelling.

- *East of project site*. Various industrial uses are located east of the project site. The land use designation for the area to the east is Light Industrial, while the corresponding zoning designation is M-1– Light Manufacturing.

- *West of project site*. Euclid Street extends along the west side of the project site in a north-south orientation. Multiple family dwelling units are located along the west side of Euclid Street. The land use designation for the area to the west is Residential Multi-Family 1 (15-24 du/ac), while the corresponding zoning designation is R-4– Multiple Family Dwelling.

4.9.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to land use and planning if it:

- Causes 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.

4.9.4 ENVIRONMENTAL IMPACTS

4.9.4.1 THE PROPOSED PROJECT'S POTENTIAL TO 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.

DISCUSSION OF IMPACT ANALYSIS

A portion of the project site is currently zoned R-4 Multi-family dwelling. In addition, a portion of the site's General Plan designation is Residential Multi-Family 1 (15-24 units/ac). Parcel Number 022-193-56 is currently zoned M-1 Light Manufacturing. In addition, Parcel Number 022-193-56 general plan land use designation is Light Manufacturing. A map depicting the zoning designations for the site and surrounding uses is provided in Exhibit 4-4. A General Plan land use map is provided in Exhibit 4-5. The project will have a density of 19.9 dwelling units per acre, which is consistent with both the site's zoning and General Plan land use development standards subject to approval of a General Plan Amendment and Zone Change.

The project will have a total lot coverage of 30%, which is below the maximum permitted lot coverage of 40%. The project also complies with the maximum height requirements (the units will be 35 feet which is the maximum permitted height for the R-4 zone) as well as the open space requirements. The project will provide a total of 20,672 square feet of open space, which exceeds the required amount of 14,750 square feet. The project currently falls short of the required number of parking spaces.

While the project as a whole is consistent with the proposed zoning standards, the project's implementation will require a Zone Change (ZC) and General Plan Amendment (GPA) to change the zoning and general plan designation of Parcel Number 022-193-56 to R-4 and Residential Multi-Family 1 (15-24 units/ac), respectively. The approval of the Zone Change and General Plan Amendment will facilitate development on a site that was previously analyzed for industrial uses. The City's General Plan EIR anticipated the development of industrial uses on Parcel Number 022-193-56 and growth forecasts and utility consumption rates were prepared taking into account the development of that site with industrial uses. While residential uses were not originally contemplated for this parcel, the number of units that will be constructed as part of this project falls within the anticipated number of units contemplated in the General Plan for the entire City.

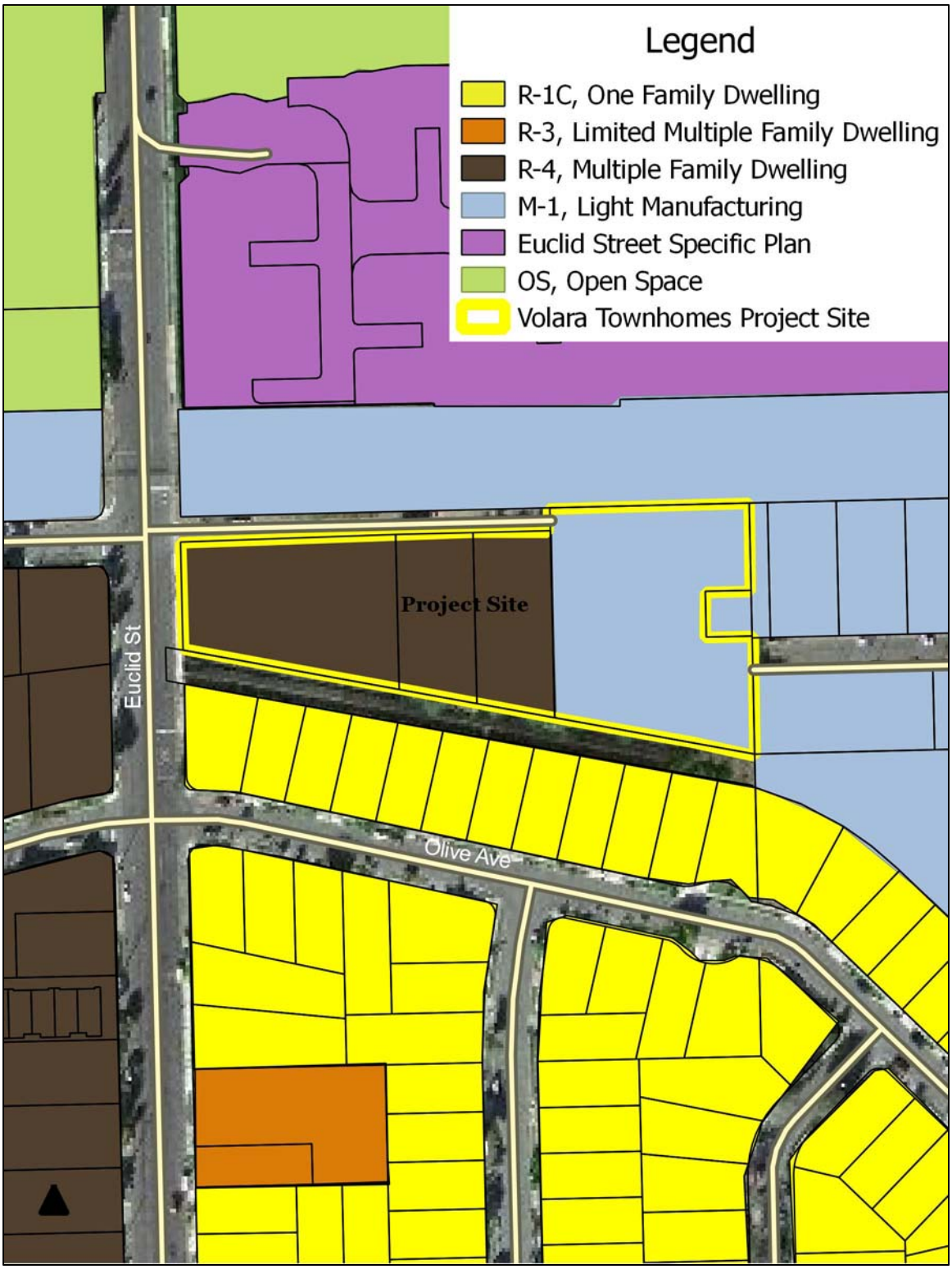

EXHIBIT 4-4
ZONING MAP
SOURCE: QUANTUM GIS

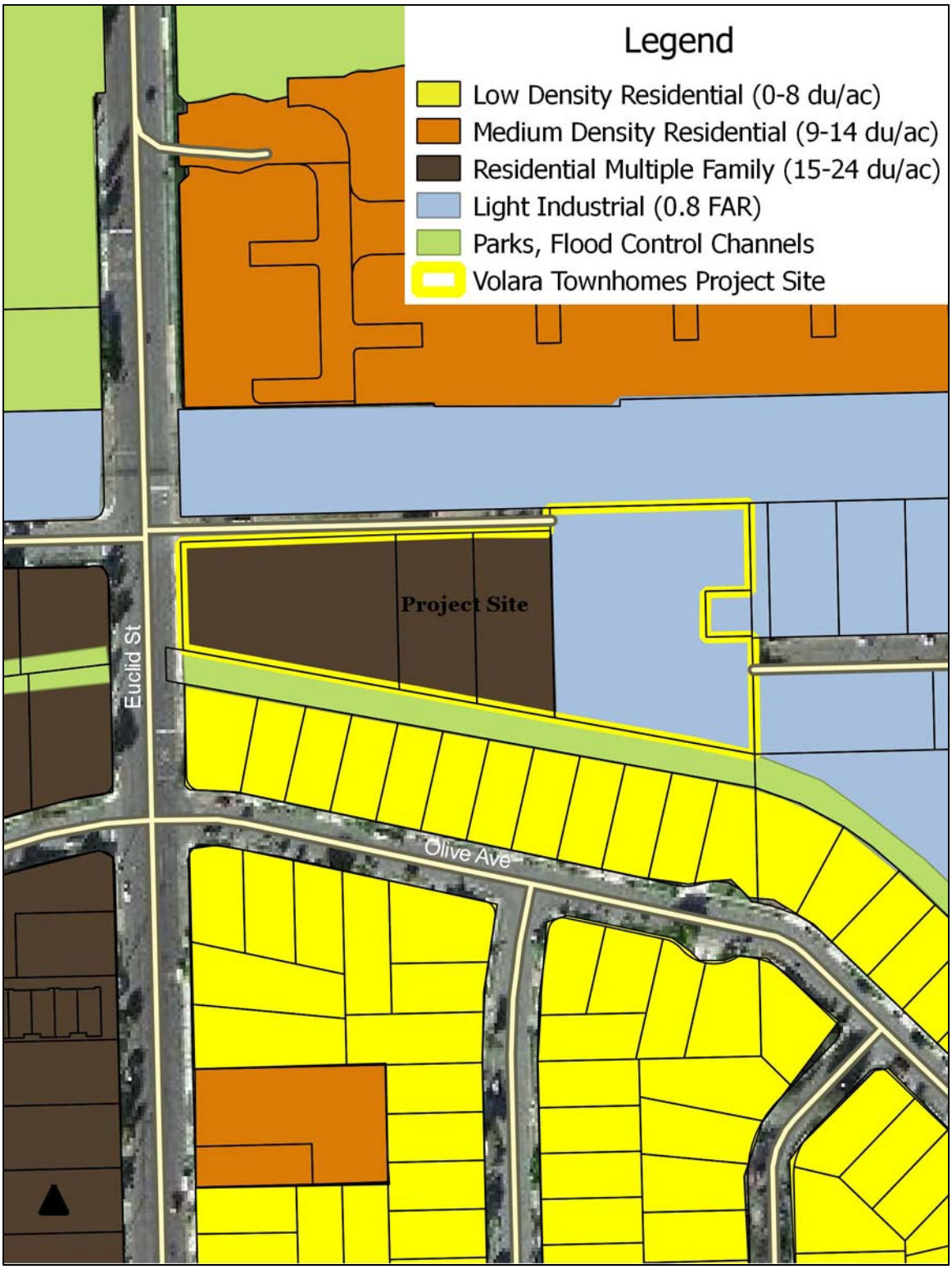

EXHIBIT 4-5
GENERAL PLAN MAP
SOURCE: QUANTUM GIS

The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. These residential zoned parcels have a maximum potential buildout of 29 dwelling units. The City determined that adequate services were available to accommodate up to 29 dwelling units within these three parcels. In addition, the construction and operational air quality, greenhouse gas, noise, traffic, and public services impacts related the site's development with 29 residential units was analyzed in the City's 2014 General Plan Environmental Impact Report. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses.

The development of the remaining 29 units within the M-1 zoned properties was not contemplated in the General Plan. Nevertheless, the 29 remaining units are well within the growth forecast estimates that was prepared for the City. There are other residential projects in the City that were constructed below the maximum permitted build-out permitted under the General Plan. This residual allocation of units can therefore be applied to the potential for 29 new residential units proposed for the M-1 zoned parcel located in the eastern portion of the project site. Furthermore, based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units. In addition, the proposed project is consistent with the General Plan policies identified previously. As a result, the potential impacts are considered to be less than significant.

CUMULATIVE IMPACTS

The Zone Change and General Plan Amendment that will be required to accommodate a portion of the proposed project will not result in significant cumulative impacts. Although the development of the 1.20-acre M-1 zoned parcel with residential was not contemplated in the General Plan, the number of units proposed is well within the General Plan Buildout. Based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not result in significant impacts with respect to land use and planning and no mitigation is required.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not result in significant impacts with respect to land use and planning and no mitigation is required.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not result in significant impacts with respect to land use and planning and no mitigation is required.

4.10 NOISE IMPACTS

4.10.1 SCOPE OF ANALYSIS

This section of the EIR is concerned with the proposed projects potential noise impacts. The analysis focuses on short-term construction noise impacts and long-term operational noise impacts.

4.10.2 ENVIRONMENTAL SETTING

CHARACTERISTICS OF NOISE

Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise is most often defined as unwanted sound. Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise.

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The human ear can detect changes in sound levels greater than 3.0 dBA under normal ambient conditions. Changes of less than 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are only discernible by few people under controlled, extremely quiet conditions. Though in general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise levels may also be expressed as dBA where an “A” weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived nose levels at lower frequencies. Typical noise levels associated with various activities are illustrated in Exhibit 4-6.

Noise may be generated from a point source, such as machinery or from a line source such as a road containing automobile traffic. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as *spreading loss*. Due to spreading loss, noise attenuates with distance. Objects that block the line-of-sight attenuate the noise emanating from a source if the receptor is located within the shadow of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall will do little to attenuate the noise.

Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance. Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation.

For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface.[75]

Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. Other values that are typically noted during a noise survey include the L_{min} and L_{max} that represent the minimum and maximum noise levels obtained over a given period, respectively.

Certain receptors are more sensitive to unwanted noise during the evening and at night. As a result, an artificial dB increment is added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or the day/night average noise level (Ldn). The CNEL descriptor requires that an artificial increment of five dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM to take into account a person's increased sensitivity to noise during these periods. The Ldn descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

REGULATORY SETTING - FEDERAL NOISE CONTROL REGULATIONS

There are a number of existing regulations applicable to any new development that would be effective in further reducing and preventing potential noise impacts. These existing regulations would serve as maximum noise standards that fixed and mobile sources can generate with respect to potential noise-related impacts and are listed below:

- *Environmental Protection Agency (EPA).* The Noise Control Act of 1972 authorized the EPA to publish descriptive data concerning the effects of noise and to establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels), and welfare (annoyance levels), with an adequate margin of safety.

- *Department of Housing and Urban Development (HUD).* HUD has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to ensure that projects assisted by HUD provide a suitable living environment. Standards include maximum levels of 65 dB for residential areas.

[75] United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual.* Report dated September 2018.

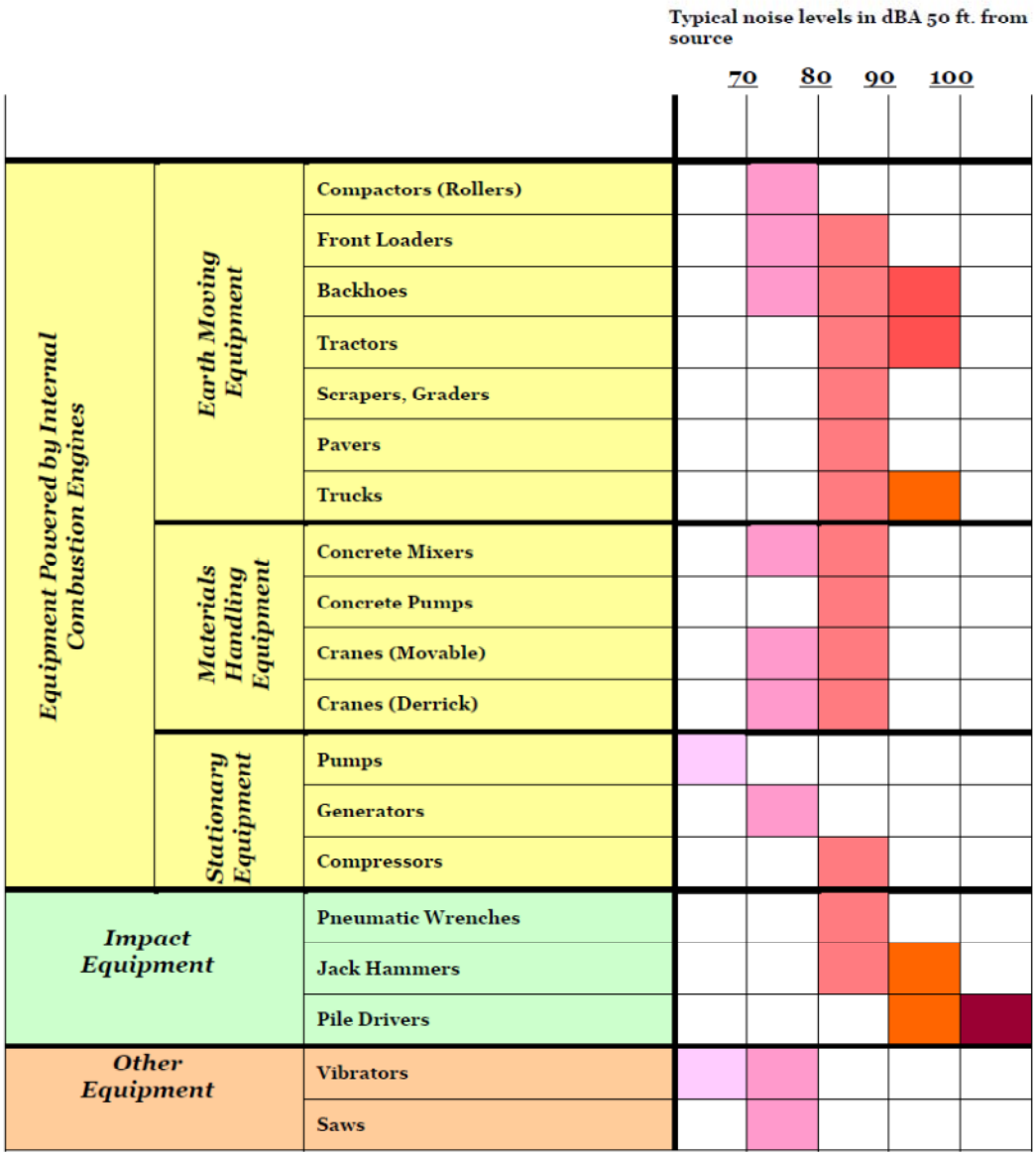

EXHIBIT 4-6
TYPICAL NOISE LEVELS FROM CONSTRUCTION EQUIPMENT

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

REGULATORY SETTING – STATE NOISE CONTROL REGULATIONS

- *California Vehicle Code.* The California Motor Vehicle Code establishes noise standards for those areas not regulated by the Federal government. State standards regulate the noise levels of motor vehicles and motorboats; establishes noise impact boundaries around airports; regulates freeway noise affecting classrooms; regulates occupational noise control; and identifies noise insulation standards. The Vehicle Code also sets operational noise limits according to the type of vehicle and date of manufacture.

- *California Administrative Code.* Sound transmission control standards contained in the California Administrative Code, Title 24, Building Standards, Chapter 2.35, outline noise insulation performance standards as a means to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. These standards require an interior noise level of 45 dB CNEL or less for residential projects. For residential buildings or structures within the 60 dB CNEL contour of an airport, or vehicular or industrial noise source, an acoustical analysis should be conducted to show compliance with the standards.

- *Workplace Exposure.* The California Occupational Noise Control Standards contained in the California Code of Regulations, Title 8, Industrial Relations, Chapter 4, outline permissible noise exposure at a workplace. Employees should not be exposed to noise levels of 90 dBA for more than eight hours in any workday.

REGULATORY SETTING – CITY OF LA HABRA

- *City of La Habra Noise Control Ordinance.* Noise is regulated under Chapter 9.32 – Noise Control of the City's Municipal Code. The Code makes it unlawful for any person to make or cause any loud, unnecessary, and unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

- *City of La Habra General Plan.* The City of La Habra General Plan Community Safety Element includes Noise section that is designed to address noise and land use compatibility. The noise section includes standards that serve as a guide for considering the ambient noised environment when proposing new development. In addition, the project is consistent with the following General Plan policies:

    - *N 1.8 - Construction Noise.* Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

    - *N 3.5 - Construction Activity Hours.* Continue to enforce restrictions on the hours of construction activity to minimize impacts of noise and vibration on adjoining uses from the use of trucks, heavily drilling equipment, and other heavy machinery.

EXISTING NOISE ENVIRONMENT

The existing ambient noise environment is dominated by vehicles travelling along Euclid Street near the southern portion of project site. The major source of noise that is currently impacting the project site and will continue to potentially impact the project site is vehicular traffic on Euclid Street. To assess the potential ambient noise levels in the area, noise measurements were taken during a weekday (Monday, Wednesday, and Friday). The measurements were recorded over a 24-hour period at the following times: 12:00 AM, 3:00 AM, 5:00 AM, 7:00 AM, 12:00 PM, 3:00 PM, 5:00 PM, 7:00 PM, and 9:00 PM. Other sources of noise observed during the field survey that was conducted for the project site include dogs barking, landscape equipment, and human interaction. An *Extech Model 407730* Digital Sound Meter was used to conduct noise measurements. A series of 50 discrete measurements were recorded for each time period. The noise measurement location is shown in Exhibit 4-7. The noise measurement results are summarized in Table 4-15.

Table 4-15
Noise Measurement Results

Noise Metric	Noise Level (in dBA)								
	12 AM	3 AM	5 AM	7 AM	12 PM	3 PM	5 PM	7 PM	9 PM
L_{99} (Noise levels <99% of time)	68.4	68.7	69.4	72.5	75.5	76.6	73.4	73.1	65.4
L_{90} (Noise levels <90% of time)	62.1	55.1	65.1	68.8	70.5	69.9	69.9	70.1	63.5
L_{75} (Noise levels <75% of time)	60.9	52.5	62.3	65.5	67.6	68.8	68.9	68.6	62.3
L_{50} (Noise levels <50% of time)	57.7	49.7	59.7	61.0	65.5	67.8	67.4	66.1	60.0
L_{min} (Minimum Noise Level)	48.1	40.1	51.3	50.1	55.1	57.8	60.0	60.0	52.2
Average Noise Level	56.0	48.9	58.5	60.2	63.9	65.6	65.6	64.8	58.8

The measurements were captured five feet above the ground surface and were captured free from any obstructions. The measurements were taken over a 24 hour period. Table 4-15 indicates the variation in noise levels over time during the measurement period. As shown in Table 4-15, the average noise levels during the measurement period were 62.8 dBA.

According to Table 7-1 – Land Use Compatibility with Community Noise Environments in the City of La Habra General Plan, the project site is located within Zone B, Compatible with Mitigation. On that segment of Euclid Street between La Habra Boulevard and Lambert Road, the CNEL at 100 feet from the roadway centerline is 60.1 CNEL. The 65 CNEL contour is located 47 feet from the roadway's centerline. As a result, the majority of the project site is located in an area where the traffic noise levels from Euclid Street are below 65 CNEL. At this distance, none of the proposed units would be located within the 65 CNEL contour. Nevertheless, mitigation has been provided that will ensure the units that occupy frontage along Euclid Street are not exposed to excessive noise emanating from the aforementioned street. The noise contours are shown in Exhibit 4-7. This information was derived from Table 7.3-17 in the City of La Habra General Plan Appendix.

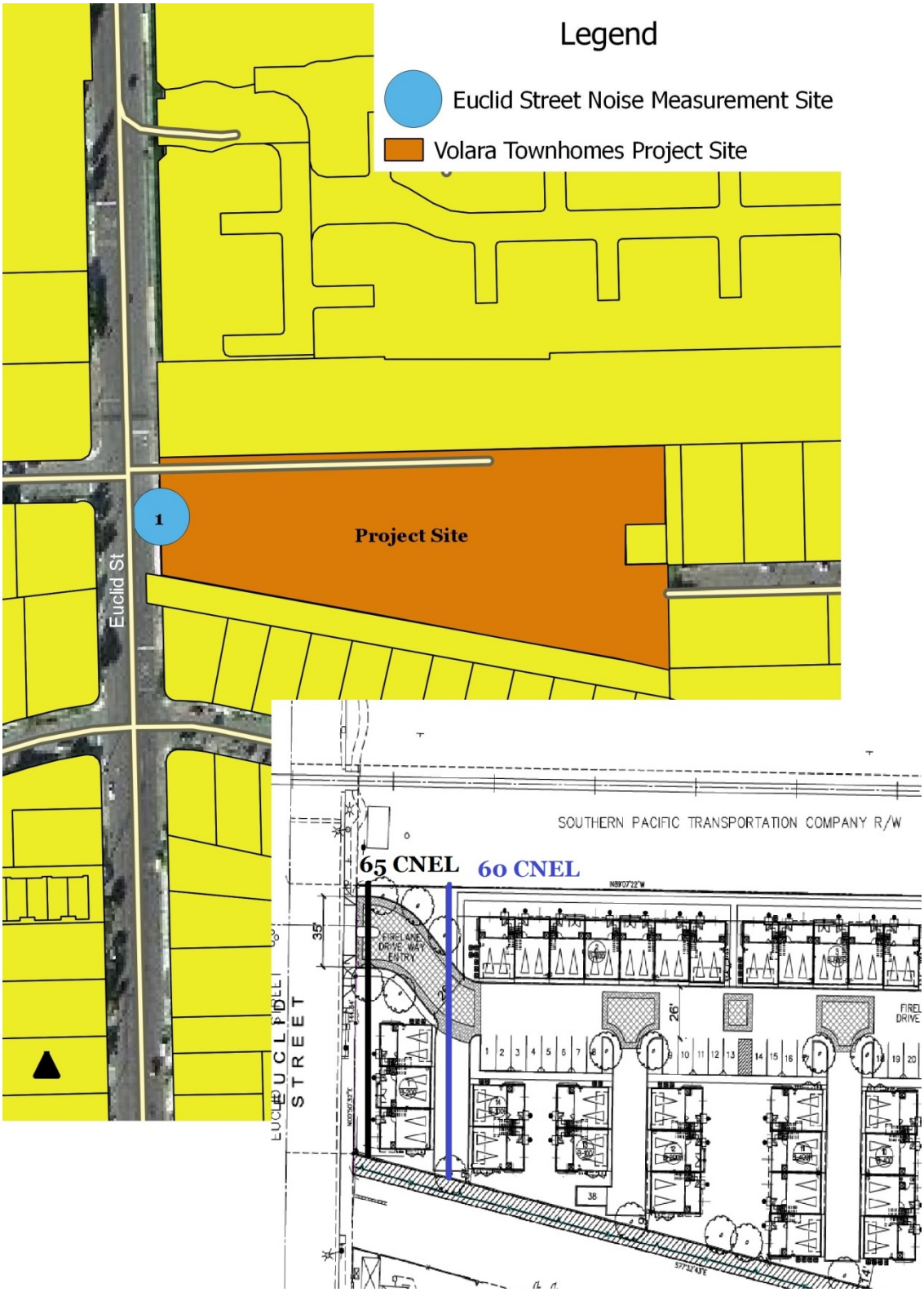

EXHIBIT 4-7
NOISE MEASUREMENTS LOCATION

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

SENSITIVE RECEPTORS

The nearest sensitive receptors to the project site are discussed herein. The sensitive receptors to the north include the Brio Community, located over 100 feet north of the projects site. Sensitive receptors located south of the project site include the single family units that occupy frontage along the north side of Olive Avenue. For many of these units, the line of sight between the project site and the individual single family units to the south is partially obstructed by vegetation and a concrete block wall that extends along the south side of the Coyote Creek channel's access easement. Sensitive receptors located west of the project site include the multiple family units located along the west side of Euclid Street.[76] The proposed project is considered to be a sensitive receptor since it is residential in nature other nearby sensitive receptors are located approximately 70 feet south of the project site.

4.10.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra and Appendix G of the CEQA Guidelines, a project will normally be deemed to have a significant environmental impact with respect to land use and planning if it:

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

- Results in the generation of excessive ground-borne vibration or ground-borne noise levels.

4.10.4 ENVIRONMENTAL IMPACTS

4.10.4.1 RESULTS IN THE GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

DISCUSSION OF IMPACT ANALYSIS

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual pieces of equipment. The model assumes an 8.0 dBA reduction due to attenuation from the existing block wall located along the south side of the project site. The construction noise modeling was executed for the demolition, site preparation, grading, building construction, and paving phases. The noise modeling also took into account the presence of the concrete block wall along the south side of the adjacent channel. This wall will attenuate noise by up to 8.0 dBA. The FHWA model does not consider topographic variations.

According to the construction noise model, noise levels are expected to average 70.6 dBA during the demolition phase; 75.1 dBA during the site preparation phase; 74.5 during the grading phase; 73.2 during the building construction phase; and 76.7 dBA during the paving phase. The average noise levels for the

[76] Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on September 5, 2019.

entire construction phase are anticipated to be 74 dBA at the nearest sensitive receptor.[77] Furthermore, no impact generating devices, such as jackhammers, will be used during the project's construction, which will further reduce the amount of vibration the nearest sensitive receptors will be exposed to. As indicated in the Noise Control Ordinance, construction noise is exempt from the requirements identified in the Code. Nevertheless, construction is prohibited during the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday. Adherence to the aforementioned requirement will minimize the exposure of sensitive receptors to excessive noise levels during the evening or weekend hours. Adherence to the mitigation provided on the following page will further reduce construction noise levels. The inclusion of the mitigation provided on the following page will bring average construction noise levels below 65 dBA.

On that segment of Euclid Street between La Habra Boulevard and Lambert Road, the CNEL at 100 feet from the roadway centerline is 60.1 CNEL. The 65 CNEL contour is located 47 feet from the roadway's centerline. As a result, the majority of the project site is located in an area where the traffic noise levels from Euclid Street are below 65 CNEL. At this distance, none of the proposed units would be located within the 65 CNEL contour. Roadway noise emanating from Euclid Street will be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation which will further reduce interior noise levels. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA.[78] Noise reductions of up to 20 dBA are possible with closed windows.[79] As a result, the potential impacts are considered to be less than significant with the incorporation of the operational mitigation presented on the following page.

Future sources of noise generated on-site will include noise from vehicles traveling to and from the project and noise emanating from future guests and residents. Noise generated within the project site would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. As indicated previously, the nearest sensitive receptors are located 70 feet south of the project site. The new six-foot high concrete block wall that will be provided along the project site's boundaries will further attenuate noise by obstructing the line-of-sight between the project site and the adjacent sensitive receptors and noise generators. The presence of the concrete block wall will contribute to an eight dBA minimum reduction. Finally, roadway noise will also be attenuated by the proposed units. Buildings that completely shield a nearby sensitive receptor from a noise source lead to reductions of 15 dBA.[80] As a result, operational noise emanating from the project site will not have a significant impact on nearby sensitive receptors and no operational mitigation is required.

[77] This number was derived by taking the sum of the averages listed for the individual construction phases.

[78] California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1*

[79] Ibid.

[80] United States Department of Transportation – Federal Highway Administration. *FHWA Construction Noise Model User's Guide*. Report dated January 2006.

CUMULATIVE IMPACTS

The addition of the project's trips as well as the cumulative trips estimated in the Traffic Impact Analysis will not be great enough to result in a doubling of traffic volumes along Euclid Street (all of the study intersections analyzed will continue to operate at a Level of Service A). In addition, once occupied, the project will not result in the generation of excess noise since the project will require the use of heavy machinery or trucks. Furthermore, mitigation will be provided to reduce construction noise.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will require mitigation to reduce construction noise. However, the project's occupation will not require mitigation since no significant noise impacts will occur once the project is operational.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will require the following construction and operational noise mitigation:

Mitigation Measure No. 23 (Noise Impacts). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise. Such certification shall be provided to the Chief Building Official for his review and approval prior to the issuance of any permit for the project.

Mitigation Measure No. 24 (Noise Impacts). The Applicant shall place temporary noise barriers to be erected along the site's northern, southern, and western boundaries. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet high with a minimum width of half an inch must be used. These barriers must be identified on the building plans to be reviewed and approved by the Chief Building Official and in place prior to the commencement of demolition and construction activities. The City Inspector must confirm the presence of the barriers prior to the issuance of a demolition permit.

Mitigation Measure No. 25 (Noise Impacts). The applicant shall construct 8-foot-high noise barrier setback 10 feet from the western property line for the three units that occupy frontage along the east side of Euclid Street. The 8-foot-high noise barrier shall consist of a decorative 30-inch-high block wall then extended upward with a plexiglass barrier. The thickness of the plexiglass is to achieve an 8.0dBA reduction. The precise location of the sound barrier shall be detailed on the building plans to be submitted to the Chief Building Official and the Director of Community Development for review and approval prior to issuance of any building permit. The wall must be erected prior to the issuance of a Certificate of Occupancy.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the mitigation provided above will be sufficient in reducing potential construction noise impacts to levels that are considered to be less than significant.

4.10.4.2 RESULTS IN THE GENERATION OF EXCESSIVE GROUND-BORNE VIBRATION OR GROUND-BORNE NOISE LEVELS.

DISCUSSION OF IMPACT ANALYSIS

Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage. Table 4-16 summarizes the levels of vibration and the usual effect on people and buildings.

Table 4-16
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to older buildings.
1.0 to 2.0	Vibrations considered unpleasant by most people.	U.S. Bureau of Mines data indicates that blasting vibration in this range will not harm most buildings.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity (PPV) levels remain below 0.05 inches per second at the nearest structures. PPV refers to the movement within the ground of molecular particles and not surface movement. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second. The project's implementation would not require deep foundations since the underlying fill soils would be removed and the proposed improvements would have a maximum height of less than 40 feet. The proposed improvements would be constructed over a shallow foundation that would extend no more than three to four feet. The use of shallow foundations precludes the use of pile drivers or any auger type equipment. As shown in the construction noise model, the project's construction would not require the use of impact producing equipment.

Once occupied, the overall increase in ambient noise level would not be readily apparent to an individual with normal hearing. In addition, the project will not result in the exposure of nearby residents to the generation of excessive ground-borne noise due to the nature of the proposed use (no heavy machinery or equipment is anticipated to be in operation once the project is complete). The proposed project's future residents will be required to adhere to all pertinent City noise regulations. Furthermore, the traffic associated with the proposed project will not be great enough to result in a measurable or perceptible increase in traffic noise (it typically requires a doubling of traffic volumes to increase the ambient noise levels to 3.0 dBA or greater). The addition of the project's trips as well as the cumulative trips estimated in the Traffic Impact Analysis will not be great enough to result in a doubling of traffic volumes along Euclid Street (all of the study intersections analyzed will continue to operate at a Level of Service A). As a result, the traffic noise impacts resulting from the proposed project's occupancy are deemed to be less than significant.

CUMULATIVE IMPACTS

The addition of the project's trips as well as the cumulative trips estimated in the Traffic Impact Analysis will not be great enough to result in a doubling of traffic volumes along Euclid Street (all of the study intersections analyzed will continue to operate at a Level of Service A). In addition, once occupied, the project will not result in the generation of excess noise since the project will require the use of heavy machinery or trucks. Furthermore, mitigation has been provided to reduce construction noise.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require mitigation since no significant ground-borne noise or vibration impacts will occur during the project's construction and occupation.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will require the following mitigation:

> *Mitigation Measure No. 26 (Noise Impacts).* The Applicant shall not utilize pile drivers or auger type equipment. A note to this effect shall be placed on the building plans to be submitted to the Chief Building Official for review and approval prior to the issuance of a grading permit.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require mitigation since no significant ground-borne noise or vibration impacts will occur during the project's construction and occupation.

4.11 POPULATION & HOUSING IMPACTS

4.11.1 SCOPE OF ANALYSIS

This section discusses the potential impacts to public services, including the proposed project's effect generating potential population growth, either directly or indirectly.

4.11.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

Population and housing issues are addressed by various State and Local agencies. In addition, there are a number of existing regulations that are applicable to any new development that will be effective in further reducing potential impacts related to population and housing.

- *California Department of Housing and Community Development (HCD).* HCD plays a critical role in the housing-planning process, which was designed to ensure that communities plan housing that meet the needs of everyone in California's communities. HCD also develops policies that support housing and community development, and conducts research and analysis of California's housing markets and needs. HCD produces California's Statewide Housing Plan (required by state law), California's "Consolidated Plan" (required for California to receive millions of federal dollars for housing and community development), and other special reports.

- *SCAG 2016 Growth Forecast Appendix.* The Regional Growth Forecast is used as a key guide for developing regional plans and strategies mandated by federal and state governments such as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the Program Environmental Impact Report (PEIR) for the RTP/SCS, the Air Quality Management Plan (AQMP), the Federal Transportation Improvement Program (FTIP) and the Regional Housing Needs Assessment (RHNA). The Growth Forecast Appendix to 2016-2040 RTP/SCS is intended to provide more details on the development of the regional growth forecasts for 2016-2040 RTP/SCS. The growth forecast appendix provides employment, household, and population projections for every City located within the SCAG, including the City of La Habra.

- *City of La Habra General Plan.* The General Plan serves as the blueprint for future growth and development in La Habra. The plan contains policies and programs designed to provide decision makers with a basis for decisions related to land use and development. As indicated in the City's General Plan EIR, the General Plan build-out will result in 74,831 people, 25,634 jobs, and 25,153 housing units. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs.

- *City of La Habra General Plan/Housing Element.* The General Plan serves as the blueprint for future growth and development in La Habra. The plan contains policies and programs designed to provide decision makers with a basis for decisions related to land use and development. The adopted La Habra General Plan also includes the City's Housing Element. The current Housing

Element builds upon the previous elements by updating technical information and assessing the city's progress in implementing its earlier housing goals, objectives, and programs. In addition, this Element outlines those strategies and programs that will enable the city to meet its current Regional Housing Needs Assessment (RHNA). Finally, this Housing Element serves as a critical link between housing policy and the long-range land use plan that calls for continued infill housing development as well as new opportunities for housing in areas that were previously developed as commercial or industrial uses.

EXISTING EMPLOYMENT, POPULATION, AND HOUSING

According to the California State Department of Finance as of January 1, 2019, the City's population was 63,542 persons and the number of housing units was 20,710 units. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 Regional Transportation Plan (RTP), the City of La Habra is projected to add a total of 7,400 new residents through the year 2040.[81] Assuming an average household size of 3.26 persons per units, the development's anticipated population of the proposed residential development will be 189 persons.[82] The projected number of new residents is well within SCAG's population projections for the City of La Habra. As indicated in the City's General Plan EIR, the General Plan buildout will result in 74,831 people, 25,634 jobs, and 25,153 housing units. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs.

4.11.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra, acting as Lead Agency, a project will normally be deemed to have a significant impact, if it results in any of the following:

- The proposed project's potential for inducing 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).

4.11.4 ENVIRONMENTAL IMPACTS

4.11.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR INDUCING 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).

DISCUSSION OF IMPACT ANALYSIS

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

[81] Southern California Association of Governments. *Demographics & Growth Forecast. Regional Transportation Plan 2016-2040.* April 2016.

[82] United States Census Bureau. *Quickfacts*. Site accessed August 27, 2019.

- *New development in an area presently undeveloped and economic factors which may influence development.* The project site is currently occupied by two structures and miscellaneous items.
- *Extension of roadways and other transportation facilities.* The proposed project will utilize the existing roadways, driveways, and sidewalks.
- *Extension of infrastructure and other improvements.* The proposed project will utilize the existing infrastructure. The installation of these new utility lines will not lead to subsequent development.
- *Major off-site public projects (treatment plants, etc.).* The proposed project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants
- *The removal of housing requiring replacement housing elsewhere.* The site does not include any residential units. As a result, no replacement housing units will be required. The project will introduce 58 new dwelling units to the property.
- *Additional population growth leading to increased demand for goods and services.* The proposed project will lead to a direct increase in the City's population. While residential uses were not contemplated for the industrial zoned property, the population increase (189 new residents) that will be facilitated by the proposed project has been taken into account by the City and SCAG. There are other residential projects in the City that were constructed below the maximum permitted build-out permitted under the General Plan. This residual allocation of units and subsequent increase in population can therefore be applied. Based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. These 379 units translate into an estimated population increase of 1,235 residents.
- *Short-term growth-inducing impacts related to the project's construction.* The proposed project will result in temporary employment during the construction phase.

The project site consists of four parcels with two separate zones and two separate general plan designations. The western portion of the site consisting of three parcels, totaling 1.22 acres, is zoned R-4. The eastern portion of the site consists of one parcel totaling 1.20 acres and is zoned M-1. The western portion of the site is designated as Residential Multi-Family 1 (15-24 units/acre) in the City's general plan. Meanwhile, the eastern portion of the site is designated as Light Industrial. The development of the western portion of the site with residential units was contemplated in the City's General Plan. On the other hand, the parcel located within the eastern portion of the site was analyzed for industrial uses in the General Plan EIR.

The addition of new multiple family units on that M-1 zoned property will exceed the residential growth projections considered in the EIR since this area is currently designated in the General Plan for non residential land uses. The development of the remaining 29 units within the M-1 zoned properties was not contemplated in the General Plan. Nevertheless, the 29 remaining units are well within the growth forecast estimates that was prepared for the City. There are other residential projects in the City that were constructed below the maximum permitted build-out permitted under the General Plan. This residual allocation of units can therefore be applied to the potential for 29 new residential units proposed for the

M-1 zoned parcel located in the eastern portion of the project site. Based on the analysis presented in the Air Quality Section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan. The projects referenced in that Section are fully constructed and it is infeasible that they would be modified to provide the additional allowed units. As a result, the potential impacts are considered to be less than significant.

CUMULATIVE IMPACTS

As indicated in the City's General Plan EIR, the General Plan build-out will result in 74,831 people, 25,634 jobs, and 25,153 housing units. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs. Although residential development proposed within the M-1 zoned parcel was not contemplated in the City's General Plan, the increase in dwelling units and population can be accommodated by the City since the increase in the number of dwelling units and population is within the estimates provided in the General Plan.

Finally, based on the previous analysis included in the Air Quality section, it can be shown that there were 379 units that were not constructed that were allowable under the La Habra 2035 General Plan.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require mitigation since no significant population and housing impacts will occur during the project's construction and occupation.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not require mitigation since no significant population and housing impacts will occur during the project's construction and occupation.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require mitigation since no significant population and housing impacts will occur during the project's construction and occupation.

4.12 PUBLIC SERVICES

4.12.1 SCOPE OF ANALYSIS

This section discusses the potential impacts to public services, including the proposed project's effect on existing public services within the City of La Habra and the vicinity of the project site.

4.12.2 ENVIRONMENTAL SETTING

REGULATORY SETTING – CITY OF LA HABRA GENERAL PLAN

There are a number of existing regulations applicable to any new development that will be effective in further reducing potential public service impacts. The City of La Habra General Plan Community Safety and Community Services elements contain goals, objectives, and policies that are intended to guide land use and development decisions in the future. The following policies are applicable to the issues raised in this section:

- *OS 1.5 - Open Space Provisions*. Require that significant residential development projects and Specific Plans address and make provisions for adequate amounts of private and/or public passive open space and landscaping that is sensitive to retaining the character of the natural environment where applicable.

- *OS 2.1 - Parkland Standard*. Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.

- *OS 2.6 - Infill Areas*. Promote the development of small parks that provide active and passive recreational opportunities for local residents in the downtown core and other areas of La Habra targeted for moderate and higher density residential and mixed-use development

- *OS 2.10 - Quimby Act Park Fees and/or In Lieu Dedication*. Continue to enforce local ordinances that require subdivision developments with residential land uses including large high-density residential and mixed-use projects to contribute fees or dedicate land, or combination thereof, for development or rehabilitation of parklands or recreational facilities accurately reflecting the burden of the new development on the City's recreational facilities and programs.

- *S 1.1 - School Capacity*. Cooperate with school districts to ensure that school facilities with sufficient capacity are reserved, constructed, and phased to meet the needs of current and projected enrollment, as permitted by State law.

- *S 1.2 - Review of Development Proposals*. Include school districts in the review of residential development proposals to ensure that projects adequately address school impacts and issues

- *S 1.9 - Developer Fees*. Ensure that residential development fully mitigates its impact on school facilities through the payment of fees or other negotiated methods, as permitted by State law

- *PS 1.1 - Response Time*. Maintain appropriate police service response times for all call priority levels that ensure the safety of La Habra's residents, businesses, and visitors.

- *PS 1.2 - Sworn Personnel*. Maintain an acceptable sworn officer-to-resident ratio.

- *PS 1.3 – Non-sworn Staffing*. Maintain acceptable non-sworn or civilian staff to provide quality police services.

- *PS 1.4 - Operations and Facilities*. Ensure that police operations and facilities are adequate to accommodate increases in functions, staff, and technology as needed.

- *FS 1.1 - Support Fire Service Provider*. Continue to work with and support the City's fire service provider to ensure adequate personnel, facilities, and infrastructure to maintain an acceptable level of fire protection and emergency services in La Habra.

- *FS - 1.2 Adequate Water Supply*. Maintain adequate water supply and fire flow pressure for fire suppression in La Habra.

- *FS 1.3 - Enforcement of Codes to Reduce the Risk of Fire*. Continue to enforce all relevant federal, state, and county codes and local ordinances to reduce the risk of fire hazards and implement into the design of all new developments, fire prevention measures as required by the La Habra Municipal Code.

- *FS 1.4 - Fire Inspection and Permit Program*. Continue to manage the City Fire Inspection and Permit Program to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the federal Uniform Fire Code.

- *FS 1.5 - Review of Development Proposals*. Include the City's fire service provider in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.

- *NH 2.3 - Fuel Modification and Vegetation Management Review*. Continue to support the City's fire service provider's review of new development to assure it complies with fuel modification requirements, creation of defensible space, and incorporates appropriate plantings and proper vegetation management, as applicable.

- *NH 2.6 - Urban Fire Risks*. Work with the City's fire service provider to maintain an ongoing fire inspection program to reduce fire hazards associated with critical facilities, public assembly facilities, industrial buildings, and non-residential buildings.

- *EP 1.2 - Emergency Management Systems*. Maintain and implement compliance standards and protocol provisions for emergency response organization, communication, and incident management to retain eligibility for federal and state grant and recovery funds including the National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS).

- *EP 1.3 - Comprehensive Evacuation Plan*. Participate in regional planning efforts to develop a comprehensive evacuation plan that identifies evacuation strategies, routes, and resources required for the safe and orderly evacuation of affected areas of the City and provides emergency shelters for the population, including special needs residents, pets and animals.

- *EP 1.4 - Adequate Emergency Services*. Coordinate with fire and police service, emergency medical aid providers, and other support services that include first-response to disasters and emergencies including hazardous materials spills.

- *EP 1.5 - Emergency Site Access.* Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.

REGULATORY SETTING – CITY OF LA HABRA FINANCE DEPARTMENT

- *City of La Habra Finance Department*. The City's Finance Department is responsible for establishing and collecting development impact fees including park fees and general development fees.

ENVIRONMENTAL SETTING - FIRE PROTECTION SERVICES

The proposed project will receive emergency services from the Los Angeles County Fire Department (LACFD) under contract with the City of La Habra. The City is served by the LACFD's Battalion 21 which also serves the cities of Whittier and Norwalk. The LACFD maintains and operates three stations located within the City and an additional station located in La Mirada on property owned by the City of La Habra (Stations #191, #192, #193, and #194).

- *Station #191* is located at 850 West La Habra Boulevard and is staffed with one assessment engine, which is an engine company with some limited paramedic capabilities and one paramedic squad. Station #191 is the first response station for the site.

- *Station #192* is located at 520 South Harbor Boulevard and is staffed with one assessment engine.

- *Station #193* is located at 1000 West Risner Way and is staffed with one assessment engine.

- *Station #194* is staffed with one assessment engine and also serves the City of La Mirada.[83]

ENVIRONMENTAL SETTING - LAW ENFORCEMENT SERVICES

The La Habra Police Department (LHPD) provides law enforcement services in the City of La Habra. The Police Department headquarters is located in the Civic Center complex located at 150 North Euclid Street. The LHPD is authorized to staff 71 sworn and 37 non-sworn or civilian staff. At present, the LHPD has 65 sworn employees, one employee in the police academy, and is recruiting to fill the remaining open positions.[84] The City's 2019 population of 63,542 residents and La Habra's 71 currently sworn staff and 37 non-sworn staff totals 108 staff members. The LHPD provides approximately 1.05 officers per 1,000 residents. The LHPD does not have an established officer per population standard, but has indicated that

[83] County of Los Angeles Fire Department. *Hometown Fire Stations*. http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp

[84] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 4.4.* March 2012

the current ratio of 1.05 officers per 1,000 residents is sufficient to provide basic law enforcement services to the community.[85]

ENVIRONMENTAL SETTING - SCHOOL SERVICES

The proposed project is located within the attendance boundaries of the La Habra City School District and the Fullerton Joint Union High School District. The La Habra City School District (LHCSD) serves nine schools consisting of elementary and middle schools.[86] The Fullerton Joint Union High School District provides educational services for students in grades 9 through 12.[87]

ENVIRONMENTAL SETTING - PARKS AND RECREATIONAL SERVICES

The City of La Habra contains a total of 24 parks encompassing approximately 135.6 acres. These parks are divided into three categories—Mini Parks, Neighborhood Parks, and Community Parks—based on usage and not on size. La Habra's five Mini Parks are defined as special use facilities. These parks are designed to provide passive open space with emphasis on aesthetics rather than formal recreational facilities. The City also has 14 Neighborhood Parks located within or near the City's residential neighborhoods. La Habra's five Community Parks serve several residential neighborhoods and offer a wide range of indoor and outdoor recreational opportunities.[88] The City currently has a park ratio of three acres per 1,000 residents.[89] The City's General Plan establishes a park ratio that is more stringent. This park ratio is indentified in the following policy:

- *OS 2.1 Parkland Standard.* Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.

In order to maintain this ratio, the Applicant must pay the mandatory park development fees pursuant to Section 15.48.030 of the La Habra Municipal Code.

4.12.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra, acting as Lead Agency, a project will normally be deemed to have a significant impact, if it results in any of the following:

- The proposed project's potential for resulting in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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

[85] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 4.4.* March 2012

[86] La Habra City School District/Home Page. http://www.lahabraschools.org/site/default.aspx?PageID=1

[87] Fullerton Joint Union High School District. *About Us.* http://www.fjuhsd.net/apps/pages/index.jsp?uREC_ID=140585&type=d&pREC_ID=273356

[88] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 4.1.* March 2012.

[89] City of La Habra. *Master Schedule of Fees.* http://lahabraca.gov/DocumentCenter/Home/View/6195.

performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities.

4.12.4 ENVIRONMENTAL IMPACTS

4.12.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING 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: FIRE PROTECTION SERVICES; POLICE PROTECTION; SCHOOLS; PARKS; OTHER GOVERNMENTAL FACILITIES.

DISCUSSION OF IMPACT ANALYSIS

FIRE PROTECTION SERVICES

The closest station to the project site is Los Angeles County Fire Station Number 191, located 0.60 mile northwest of the project site along the south side of La Habra Boulevard. The approximate response time to the project site would be well under the five-minute average for the City. In addition to the aforementioned local resources, the LACFD is able to draw on those resources from other LACFD stations and other jurisdictions where mutual aid agreements are in place. The new construction will be required to conform to current fire safety standards and regulations (including the installation of interior sprinkler systems). The new development will also be subject to review and approval by the LACFD to ensure that safety and fire prevention measures are incorporated into the project. Compliance with fire code requirements will reduce potential impacts to levels that are less than significant.

LAW ENFORCEMENT SERVICES

The La Habra Police Department (LHPD) provides law enforcement services in the City of La Habra. The Police Department headquarters is located in the Civic Center complex at 150 North Euclid Street. The LHPD does not have an established officer per population standard, but has indicated that the current ratio of 1.1 officers per 1,000 residents is sufficient to provide basic law enforcement services to the community.[90] Mitigation is provided herein that will ensure response times remain unaffected by the proposed project.

SCHOOL SERVICES

The proposed project site is located within the La Habra City School District (LHCSD), which serves nine schools consisting of elementary and middle schools.[91] The Fullerton Joint Union High School District

[90] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 4.4.* March 2012

[91] La Habra City School District/Home Page. http://www.lahabraschools.org/site/default.aspx?PageID=1

provides educational services for students in grades 9 through 12.[92] The proposed project is located within the attendance boundaries of the La Habra City School District and the Fullerton Joint Union High School District. Both the La Habra City School District and the Fullerton Joint Union High School District established student generation rates in order to determine the number of students a potential development may result in. These student generation rates are available in the Public Services section of the City's General Plan EIR and are also presented in Table 4-17 shown on the following page.

Table 4-17
Student Generation Rates for New Housing

Grade Level	Student Generation Rate Per Unit	
	Single-Family	Multiple-Family
La Habra City School District		
Grades K-5	0.270	0.435
Grades 6-8	0.145	0.201
Fullerton Joint Union High School District		
Grades 9-12	0.205	0.182

Source: Atkins 2012

As indicated previously, the project will include the construction of 58 multiple-family units. Therefore, the project will generate up to 25 elementary school students (58 units X 0.435=25), 12 middle school students (58 units X 0.201= 12), and 11 high school students (58 units X 0.182= 11). The closest elementary school is Las Lomas Elementary School, located 0.36 miles to the southwest of the project site.[93] The closest middle school is Washington Middle School, located 0.30 mile to the northeast of the project site.[94] In order to conform to AB 2926 (an assembly bill that gave school district's the authority to impose development impact fees), the project Applicant would be required to pay all pertinent school development impact fees.

PARKS AND RECREATIONAL SERVICES

The closest parks to the project site are Portola Park and Brio Park, which are both located approximately 500 feet north of the project site on both sides of Euclid Street. A total of 20,672 square feet of common and private open space will be provided. Common open space will encompass 16,190 square feet, while the remaining 4,482 square feet of open space will consist of private open space. Although sufficient open space is provided for the project, the development may result in an incremental increase in the use of existing park and recreational facilities. The City currently has a park ratio of three acres per 1,000 residents.[95] As indicated previously, the City's General Plan identifies as standard of 2.5 acres per 1,000 residents. In order to obtain this ratio pursuant to the City's General Plan, the Applicant must pay the mandatory park development fees pursuant to Section 15.48.030 of the La Habra Municipal Code.

[92] Fullerton Joint Union High School District. *About Us*. http://www.fjuhsd.net/apps/pages/index.jsp?uREC_ID=140585&type=d&pREC_ID=273356

[93] Google Maps. Website accessed September 5, 2019.

[94] Ibid.

[95] City of La Habra. *Master Schedule of Fees*. http://lahabraca.gov/DocumentCenter/Home/View/6195.

OTHER GOVERNMENTAL SERVICES

Other governmental services include library services. The population increase that will result from the project's implementation will be within the estimates provided in the General Plan EIR. As a result, the impacts are considered to be less than significant.

CUMULATIVE IMPACTS

While the development of the M-1 zoned parcel with residential development was not contemplated in the General Plan, the population increase that would result is well within the estimates identified in the General Plan. Therefore, the increase in demand for public services could be accommodated since the citywide increase in demand was accounted for in the General Plan EIR.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will require mitigation to maintain adequate public safety response times and service ratios.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will require the following mitigation:

> *Mitigation Measure No. 27 (Public Services Impacts).* The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) are identified on the building plans that employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.
>
> *Mitigation Measure No. 28 (Public Services Impacts).* The Applicant's building and site improvements plans shall conform to the City of La Habra Security Ordinance standards as required by the Police Chief and the Chief Building Official before building permits are issued.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require additional mitigation beyond the conditions placed on the project.

4.13 TRANSPORTATION

4.13.1 SCOPE OF ANALYSIS

This section of the EIR analyzed the proposed project's potential traffic impacts and identified any necessary mitigation measures.

4.13.2 ENVIRONMENTAL SETTING

In compliance with the scoping agreement approved by the City of La Habra, level of service analysis is performed for the following intersections:

- Euclid Street at Electric Avenue;
- Euclid Street at Olive Avenue; and,
- Euclid Street at Mountain View Avenue.

The scoping agreement indicated that an analysis of the intersections of Euclid Street at Lambert Street and Euclid Street and at La Habra Boulevard would not be required due to the proposed project's low peak hour traffic volumes and the relative good level of service at these two intersections (LOS C for the Lambert/Euclid intersection during both the AM and PM peak hour and LOS A during both the AM and PM peak hour for the La Habra/Euclid intersection. The following scenarios are analyzed for study intersections in order to evaluate the potential traffic impact generated by the project:

- Existing Conditions;
- Existing Conditions plus Project;
- Opening Year (2020) Conditions without Project; and,
- Opening Year (2020) plus Project.[96]

EXISTING CONDITIONS

The project site is situated at 104, 110, 116, 118 E. Electric Avenue in the City of La Habra. The site is previously used as outdoor storage at the time of this study. The site is adjacent to Euclid Street, which is an undivided north-south arterial with two lanes in each direction. Electric Avenue is an east-west residential street. The intersection of Electric Avenue and Euclid Street is controlled by stop signs on Electric Avenue. There is no dedicated left-turn lane on Euclid Street at project site, as well as other similar stop-controlled intersections of residential streets.[97] The AM and PM peak hour turning movement counts were performed on February 6, 2018 at study intersections. Existing traffic volumes and lane configuration are illustrated in Exhibit 4-8. Traffic data can be found in Appendix B of the Traffic Impact Study (TIS).

EXISTING LEVEL OF SERVICE

The intersection analysis is performed using SYNCHRO software and the Intersection Capacity Utilization (ICU) method. Table 4-18 shows existing traffic conditions of studied intersections. All studied intersections are currently operated at level of service "A." The analysis worksheets can be found in Appendix C of the TIS.[98]

[96] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[97] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[98] Ibid.

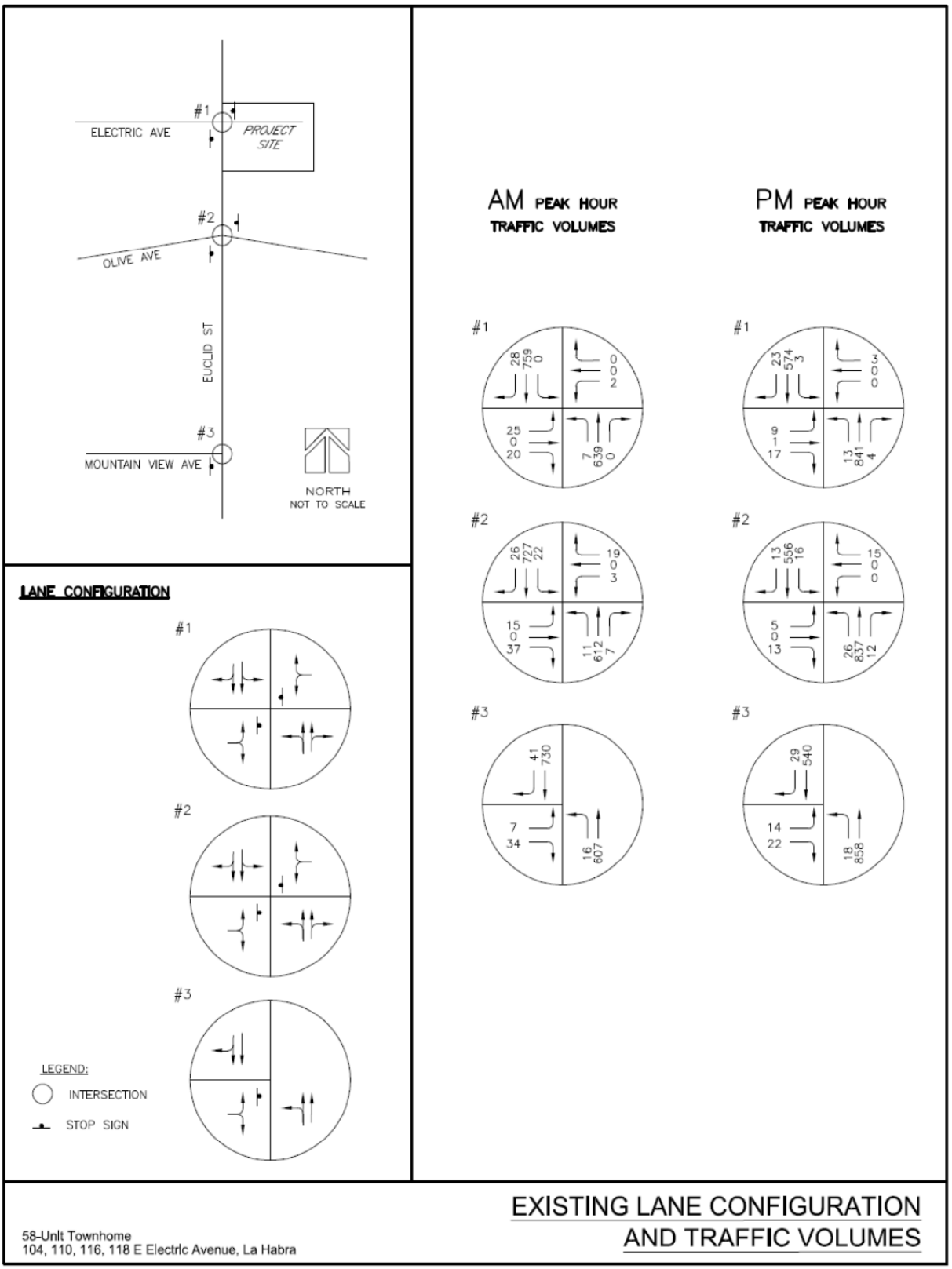

EXHIBIT 4-8
EXISTING LANE CONFIGURATION AND TRAFFIC VOLUMES
SOURCE: K2 TRAFFIC IMPACT STUDY

Table 4-18
Existing ICU and LOS Conditions

Intersection	AM Peak ICU	AM Peak LOS	PM Peak ICU	PM Peak LOS
1. Euclid St at Electric Ave	0.326	A	0.475	A
2. Euclid St at Olive Ave	0.493	A	0.547	A
3. Euclid St at Mountain View Ave	0.383	A	0.466	A

RELATED PROJECTS LEVEL OF SERVICE

Other developments approved by the City of La Habra were also taken into consideration. Based on information provided by the Planning Division of the City of La Habra, other development projects affecting the study intersections are listed in Table 4-19. Table 4-19 also depicts the trip generation for the cumulative projects.

Table 4-19
Related Projects Trip Generation

Project Information	AM Peak			PM Peak			Daily
	In	Out	Total	In	Out	Total	
1. La Habra Civic Center Infill Housing	10	42	52	42	21	63	673
2. 32-unit Residential Condominium (La Habra Blvd w/o Idaho St)	2	12	14	11	6	17	186

The location map of these other development projects are illustrated on Exhibit 4-9. Exhibit 4-10 illustrates traffic volumes generated by other development projects for study intersections. These related projects were selected and approved by the City Engineer since they were the only such projects that would potentially have a measureable traffic impact on that segment of Euclid Street between Lambert Road and La Habra Boulevard.

THRESHOLDS OF SIGNIFICANCE

The threshold of significance for traffic impacts on an intersection are shown in Table 4-20.

Table 4-20
Threshold of Significance Impact

LOS	Final V/C Ratio	Project-Related Increase In V/C
C	> 0.700 - 0.800	≥ 0.050
D	> 0.800 - 0.900	≥ 0.030
E, F	> 0.900	≥ 0.010

REGULATORY SETTING – REGIONAL TRANSPORTATION IMPROVEMENTS

The *Regional Transportation Improvement Program (RTIP)* defines congestion relief projects and programs and is updated every two years. The RTIP must include all federally funded projects and CMP projects that will need Federal or State funds.

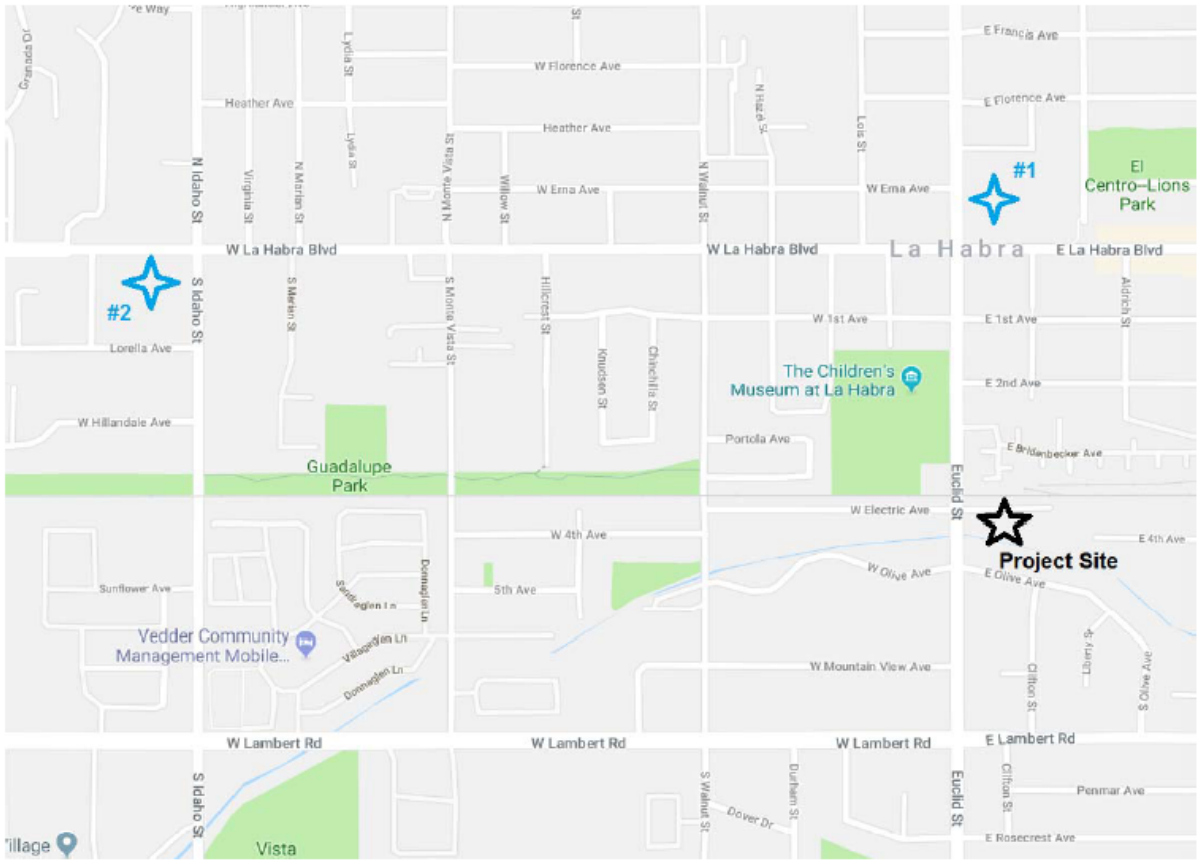

EXHIBIT 8. LOCATION MAP OF OTHER DEVELOPMENT
No Scale

NOTE: The cumulative projects are noted in the Exhibit. The stars and numbers refer to the projects noted in Table 4-19.

EXHIBIT 4-9
LOCATION OF TRAFFIC RELATED PROJECTS
SOURCE: K2 TRAFFIC IMPACT STUDY

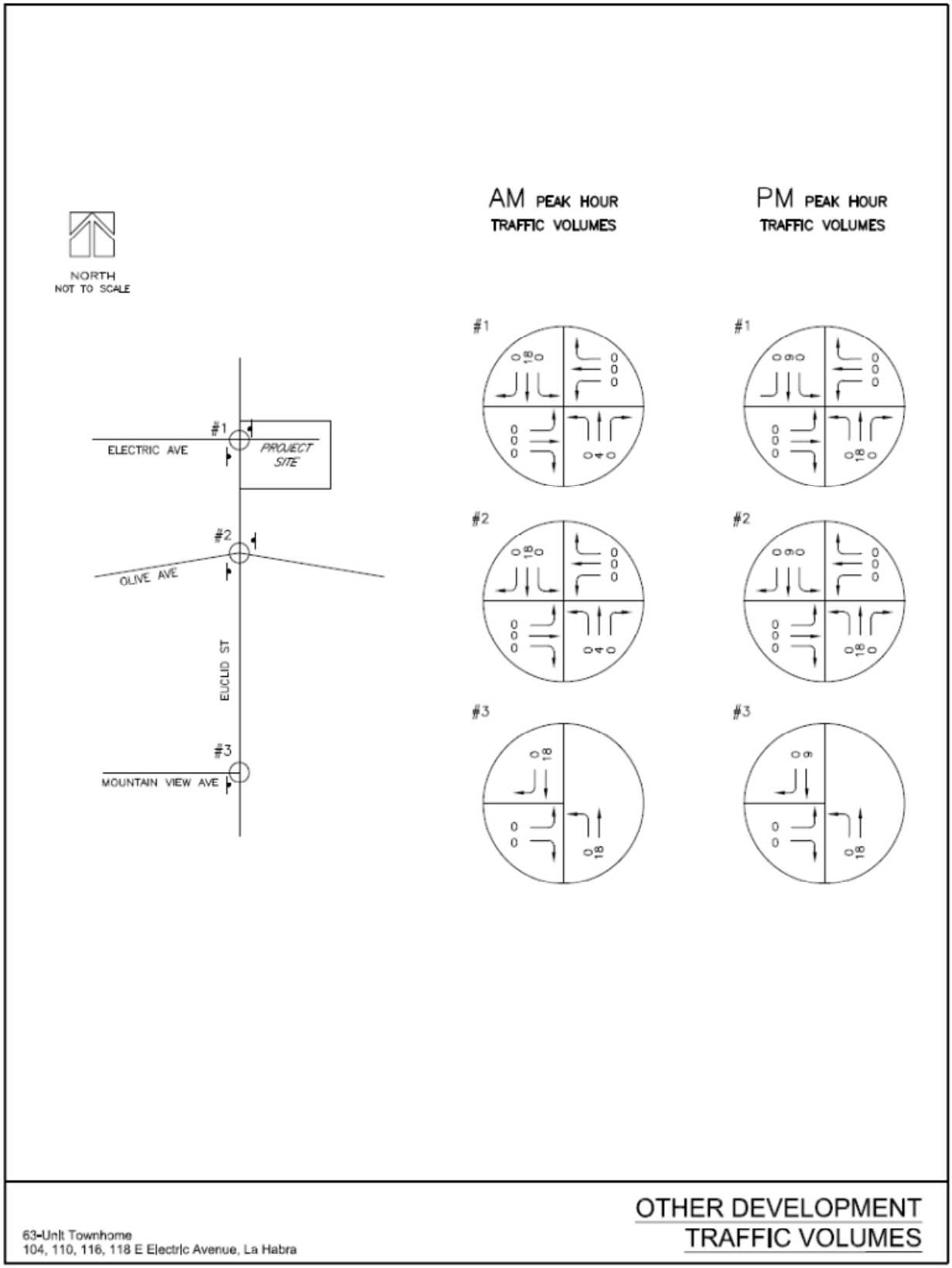

EXHIBIT 4-10
RELATED PROJECTS TRAFFIC VOLUMES
SOURCE: K2 TRAFFIC IMPACT STUDY

The RTIP must also be consistent with the Regional Transportation Plan. The *Transportation Improvement Program (TIP)* is a federal- and state-mandated program document that includes information concerning local highway, state highway, and transit projects and services for the following six years. The TIP lists every transportation project that will receive federal funds or is subject to a federally required action (e.g. review for air quality impact). It also covers all capacity-enhancing and non-capacity transportation projects programmed with federal, state, or local funds, as well as the capital and operational details of highway and transit projects.

Lastly, the TIP lists all of the following projects that are defined by the Southern California Association of Governments (SCAG) as regionally significant whether or not they require federal funding: Freeways; State highways; Principle arterials (eight-lane divided roadways); Major arterials (as defined by county); Routes to major activity centers; Goods movement routes; Intermodal transfer facilities (e.g. rail stations, airports); and, Fixed transit routes (e.g. light and heavy rail, commuter rail, bus). All transportation projects must be listed in the TIP to be eligible for federal and state funding, federal and state permits, and review of Environmental Impact Reports and Environmental Impact Statements.[99]

REGULATORY SETTING – CITY OF LA HABRA GENERAL PLAN

The La Habra General Plan Mobility/Circulation Element contains various goals and policies aimed at meeting the future transportation needs of the City and its residents. The following policies are applicable to the project:

- *RN 1.1 - Regional Transportation Plan*. Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

- *RN 1.8 - Safe Street Design*. Ensure that street system improvements incorporate design that considers safe movement for all street users (motorists, bicyclists, transit users, pedestrians, the disabled, and commercial users).

- *RN 1.10 - Maintain Acceptable Levels of Service*. Strive to achieve or maintain an acceptable level of service of LOS D or better at City jurisdiction intersections and LOS E or better at State Highway and CMP intersections.

- *P 1.2 - Off-Street Parking*. Require new developments to provide sufficient off-street parking to reduce on-street parking congestion and increase both auto and pedestrian safety.

- *P 1.3 - Off-Street Parking Alternatives*. Allow developers to meet their minimum parking requirements via shared use with nearby uses, in-lieu fees, or off-site parking.

[99] Metropolitan Transportation Authority (MTA). *Overview [of] Transportation Improvement Program*. https://www.metro.net/projects/transport_improvement_pgm/. Website accessed January 20, 2019.

4.13.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra, acting as Lead Agency, a project will normally be deemed to have a significant impact, if it results in any of the following:

- A conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- A substantial increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4.13.4 ENVIRONMENTAL IMPACTS

4.13.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A CONFLICT WITH A PROGRAM PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

DISCUSSION OF IMPACT ANALYSIS

Trip generation represents the amount of traffic attracted and produced by the project development. Trip generation rates were derived from the Institute of Transportation Engineers (ITE) *"Trip Generation"* Tenth Edition. As shown in Table 4-21, the proposed project is expected to generate 316 daily trips, with 21 trips occurring during the morning peak hour and 26 trips occurring during the evening peak hour. Based on the traffic distribution assumptions, 10 trips will travel northbound on Euclid Street and 10 trips will travel southbound on Euclid Street during the morning (AM) peak hour. For the evening (PM) peak hour, 13 trips will travel northbound on Euclid Street and 13 trips will travel southbound on Euclid Street.

Table 4-21
Project Trip Generation

Land Use	Unit	Quantity	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	
Trip Generation Rate									
Multifamily Housing (ITE 221)	Unit	5.44	0.36	26%	74%	0.44	61%	39%	
Project Trip Generation									
Multifamily Housing (ITE 221)	Unit	58	21	5	16	26	16	10	316

Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the project site, among many other factors. The trip distribution pattern for the project is illustrated on Exhibit 4-11. The traffic assignment is based on the origin and destination of the project-related trips which is then compared to the proposed project's access. The results of trip generation, trip distribution, and access layouts. Exhibit 4-12 illustrates the traffic assignment of the proposed project for the AM and PM peak hours.

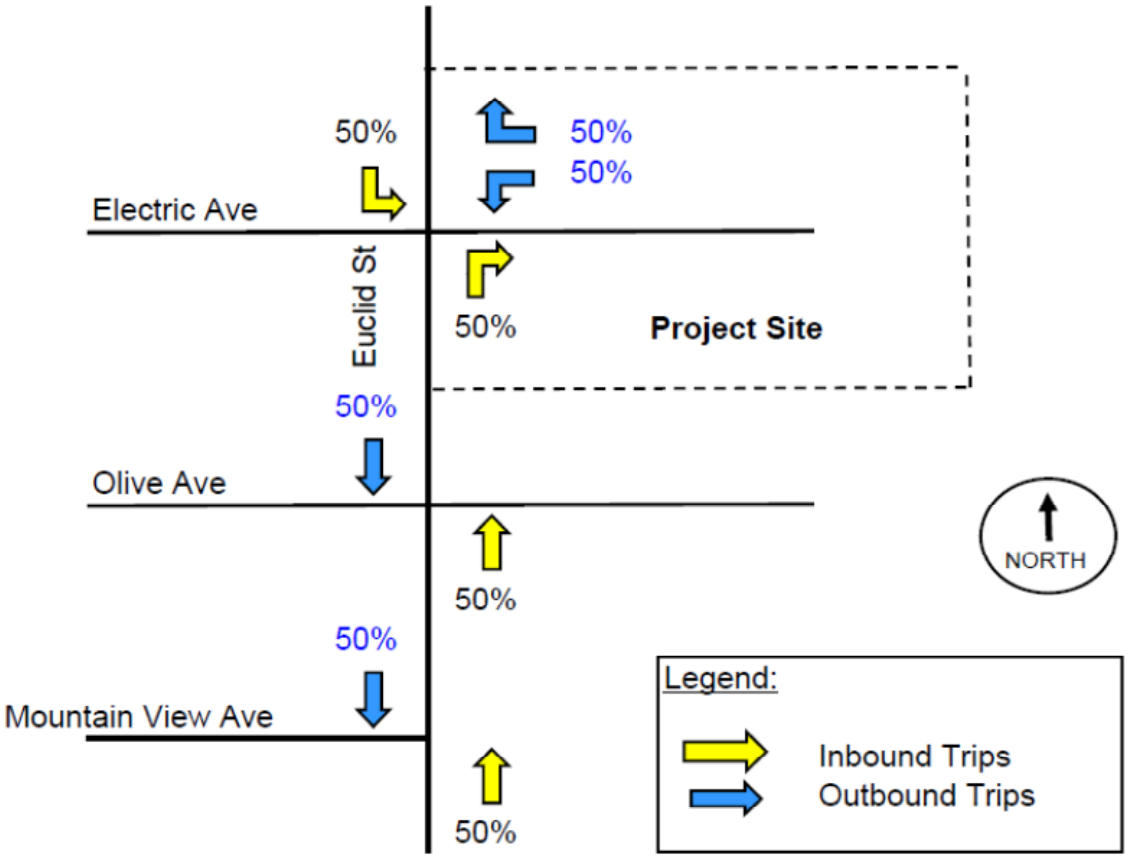

EXHIBIT 4-11
PROJECT TRIP DISTRIBUTION
SOURCE: K2 TRAFFIC IMPACT STUDY

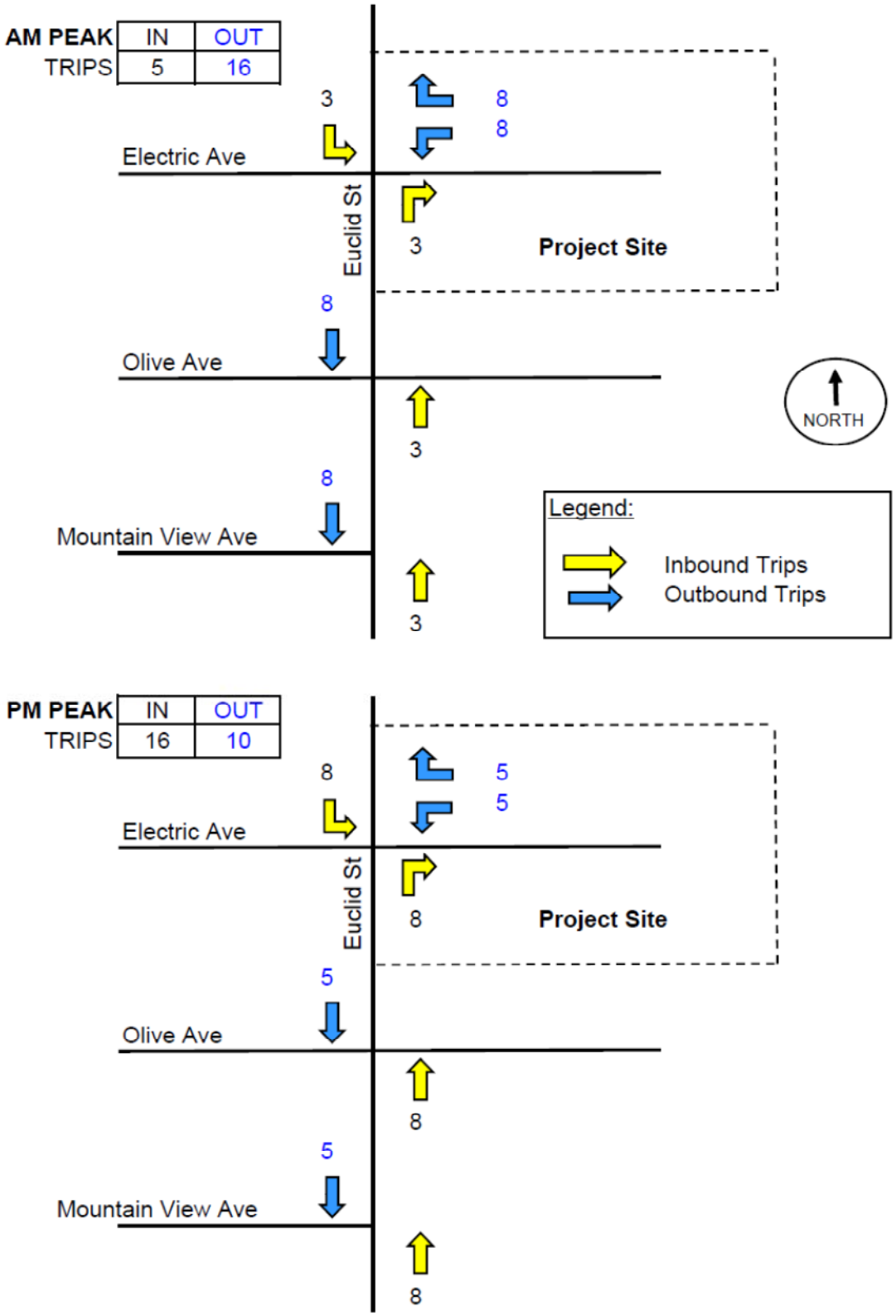

EXHIBIT 4-12
PROJECT PEAK HOUR TRIP ASSIGNMENT

SOURCE: K2 TRAFFIC IMPACT STUDY

Traffic volumes of the existing condition plus project traffic are shown in Exhibit 4-13. The project's level of significance of traffic impact under existing conditions for the AM and PM peak hour are shown in Table 4-22. All studied intersections will maintain level of service "A" for the existing conditions plus project.[100]

Table 4-22
Existing Plus Project ICU and LOS Conditions

Intersection	AM Peak ICU	AM Peak LOS	PM Peak ICU	PM Peak LOS
1. Euclid St at Electric Ave	0.340	A	0.428	A
2. Euclid St at Olive Ave	0.495	A	0.549	A
3. Euclid St at Mountain View Ave	0.384	A	0.468	A

Traffic conditions prior to completion of the proposed developments (year 2020) are estimated by applying an annual growth rate of one percent (1 percent) over existing traffic counts plus traffic generated by other developments. Traffic volumes for the pre-project completion are illustrated in Exhibit 4-13. All studied intersections will maintain level of service "A" for both AM and PM peak hours, as shown in Table 4-23.

Table 4-23
Opening Year without Project ICU and LOS Conditions

Intersection	AM Peak ICU	AM Peak LOS	PM Peak ICU	PM Peak LOS
1. Euclid St at Electric Ave	0.331	A	0.485	A
2. Euclid St at Olive Ave	0.502	A	0.564	A
3. Euclid St at Mountain View Ave	0.387	A	0.475	A

Traffic volumes for year 2020 after project completion are illustrated in Exhibit 4-14. All studied intersections will maintain level of service "A" for both AM and PM peak hours, as shown in Table 4-24.[101]

Table 4-24
Opening Year plus Project ICU and LOS Conditions

Intersection	AM Peak ICU	AM Peak LOS	PM Peak ICU	PM Peak LOS
1. Euclid St at Electric Ave	0.349	A	0.438	A
2. Euclid St at Olive Ave	0.505	A	0.566	A
3. Euclid St at Mountain View Ave	0.388	A	0.477	A

The traffic impact of the project at the study intersections for existing conditions are shown in Table 4-25. The project does not result in a significant impact based on existing conditions. Therefore, mitigation measures are not required.[102]

[100] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[101] Ibid.

[102] Ibid.

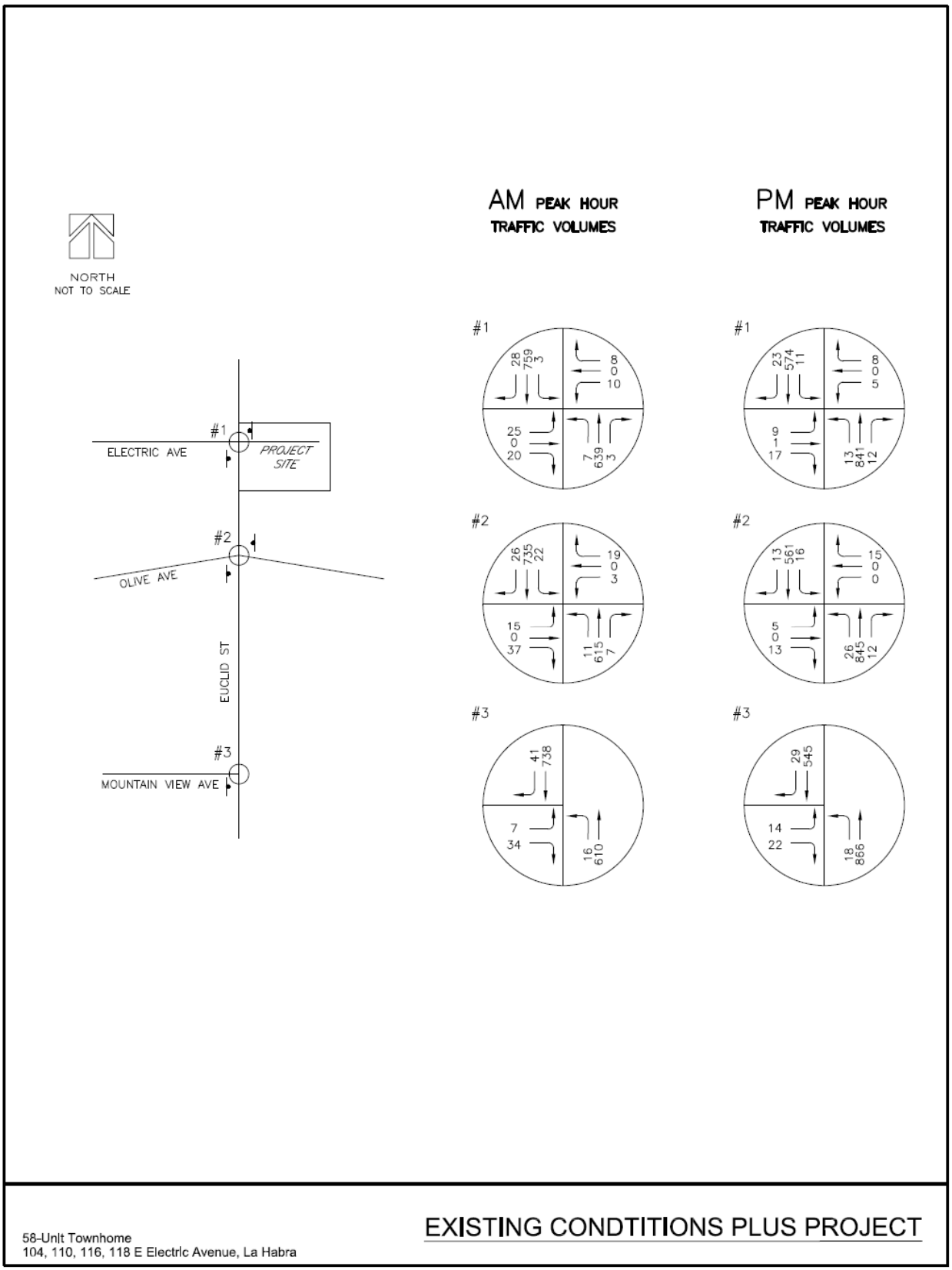

EXHIBIT 4-13
EXISTING CONDITIONS PLUS PROJECT

SOURCE: K2 TRAFFIC IMPACT STUDY

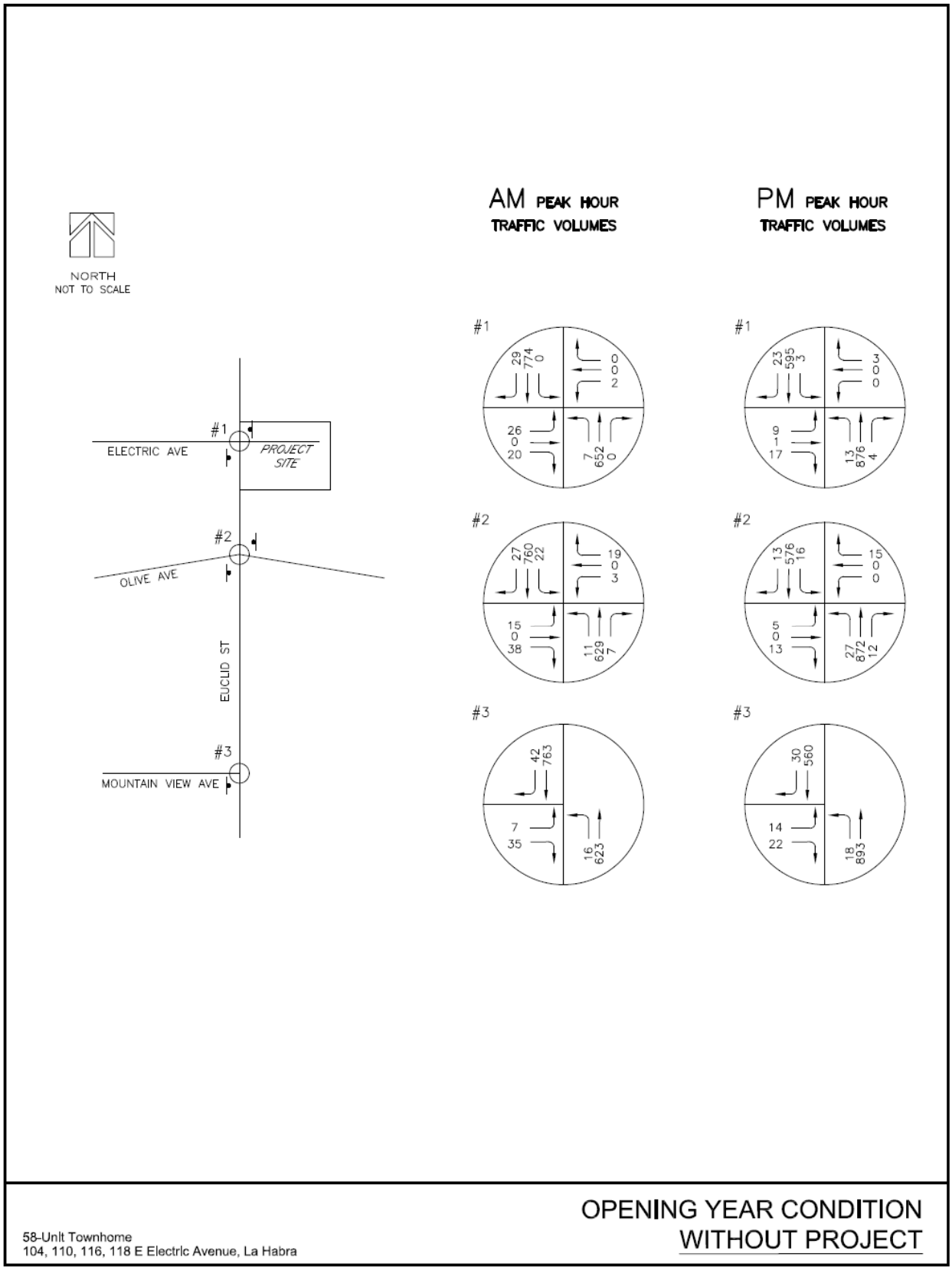

EXHIBIT 4-14
OPENING YEAR WITHOUT PROJECT

SOURCE: K2 TRAFFIC IMPACT STUDY

Table 4-25
Project Impact Analysis-Existing ICU and LOS Conditions

Scenario	Without Project		With Project		Significant Impact
	ICU	LOS	ICU	LOS	
AM PEAK					
1. Euclid St at Electric Ave	0.326	A	0.340	A	0.014 **No**
2. Euclid St at Olive Ave	0.493	A	0.495	A	0.002 **No**
3. Euclid St at Mountain View Ave	0.383	A	0.384	A	0.001 **No**
PM PEAK					
1. Euclid St at Electric Ave	0.475	A	0.428	A	0.047 **No**
2. Euclid St at Olive Ave	0.547	A	0.549	A	0.002 **No**
3. Euclid St at Mountain View Ave	0.466	A	0.468	A	0.002 **No**

The traffic impact of the project at the study intersections for the opening year conditions are shown in Table 4-26. The project does not result in a significant impact based on the opening year conditions. Therefore, mitigation measures are not required.[103] As a result, the potential impacts are considered to be less than significant.

Table 4-26
Project Impact Analysis - Opening Year ICU and LOS Conditions

Scenario	Without Project		With Project		Significant Impact
	ICU	LOS	ICU	LOS	
AM PEAK					
1. Euclid St at Electric Ave	0.331	A	0.349	A	0.018 **No**
2. Euclid St at Olive Ave	0.502	A	0.505	A	0.003 **No**
3. Euclid St at Mountain View Ave	0.387	A	0.388	A	0.001 **No**
PM PEAK					
1. Euclid St at Electric Ave	0.485	A	0.488	A	0.003 **No**
2. Euclid St at Olive Ave	0.564	A	0.566	A	0.002 **No**
3. Euclid St at Mountain View Ave	0.475	A	0.477	A	0.002 **No**

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require any mitigation since the implementation of the proposed project would not affect any intersection's level of service.

[103] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

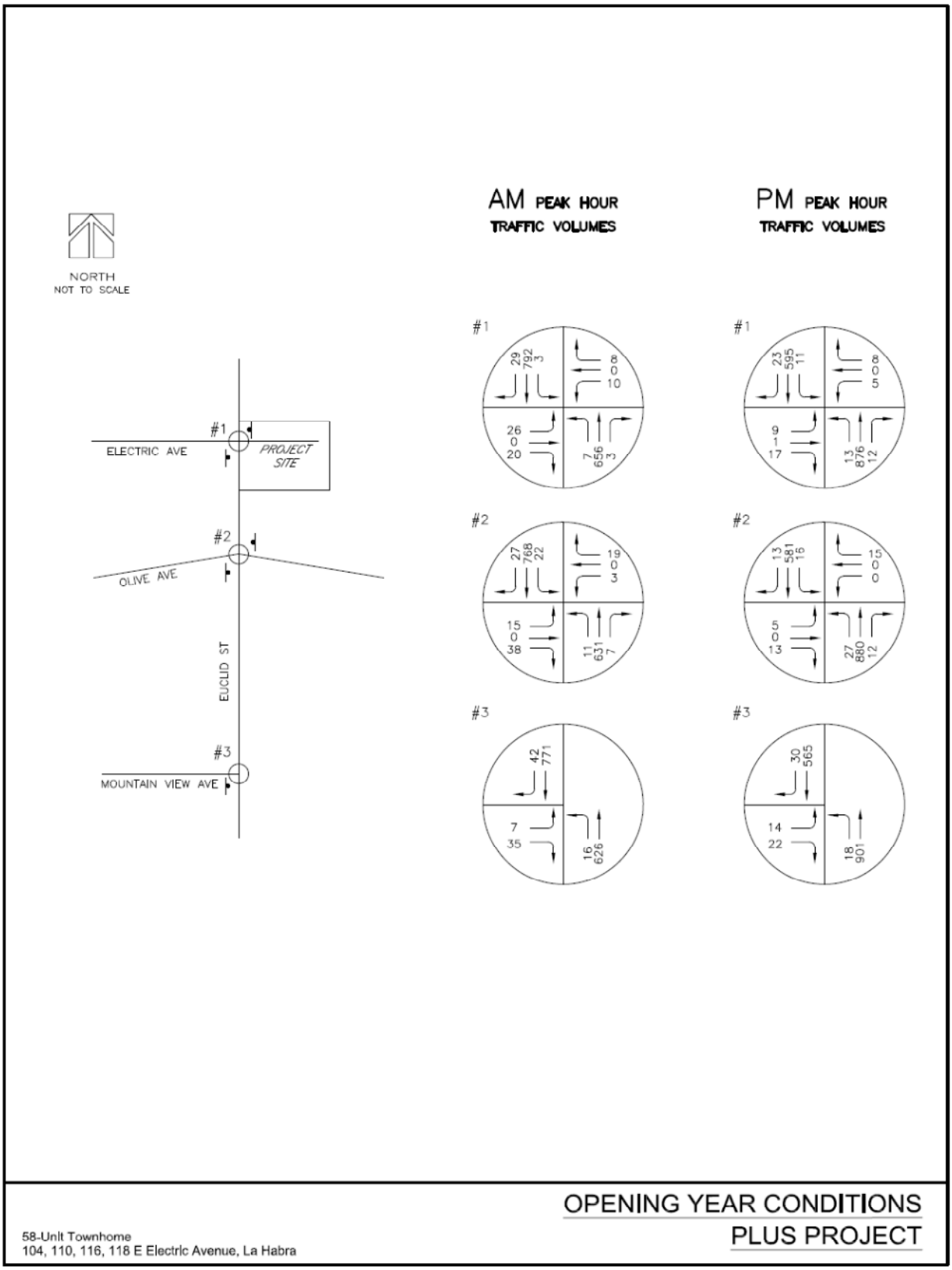

EXHIBIT 4-15
OPENING YEAR WITH PROJECT

SOURCE: K2 TRAFFIC IMPACT STUDY

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not require any mitigation since the implementation of the proposed project would not affect any intersection's level of service.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require any mitigation since the implementation of the proposed project would not affect any intersection's level of service.

4.13.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL INCREASE IN HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

DISCUSSION OF IMPACT ANALYSIS

OTHER SIGNALIZED INTROSPECTIONS

The intersections on Euclid Street at La Habra Boulevard, Bridenbecker Avenue, and Lambert Road are controlled by traffic signals. The project is not expected to have any significant impact to these major intersections due to low project trip distribution compared to the overall traffic volumes. Based on field observation, traffic signals at these locations appear to be well operated with reasonable efficiency and no apparent safety issues.[104]

SITE ACCESS

The project driveway is properly aligned with Electric Avenue west of Euclid Street. The driveway is 32 feet wide featuring curb returns of 15 feet radius. There is no dedicated left-turn lane on Euclid Street at Electric Avenue, similar to most stop-controlled intersections along Euclid Street. Corner sight distance is adequate provided that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveway. This condition is reiterated as mitigation presented on the following pages.[105]

ON-SITE CIRCULATION

The site consists of a 26-foot-wide fire lane providing access to all buildings. Adequate setbacks are provided to ensure parking maneuvers be contained on site without affecting traffic on the public street. On-site circulation appears efficient and safe without bottleneck. The proposed project Applicant was required by the City to prepare a parking study that demonstrated that the parking that would be provided will be sufficient to accommodate the projected demand. The study contained recommendations that would preclude off-site parking on adjacent public streets and will ensure on-site circulation is free and clear of any obstructions from illegally parked vehicles. This parking study is provided in the Appendix.

[104] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[105] Ibid.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will require the following mitigation with respect to maintaining an adequate line-of-sight at the project's driveway.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will require the following mitigation with respect to parking and maintaining an adequate line-of-sight at the project's driveway:

> *Mitigation Measure No. 29 (Transportation Impacts).* The Applicant must ensure that the height of shrubs, plants, and other visual obstructions be limited to a maximum height of thirty inches within the street landscape setback area to maintain sufficient corner sight distance of the driveway. A note to this effect shall be placed on the landscape plan and within the CC&R's to be submitted for review and approval by the Community Development Director prior to issuance of building permits.
>
> *Mitigation Measure No. 30 (Transportation Impacts).* The Applicant must prepare a parking management plan per the Parking Study that was prepared. Conditions to be included within the parking management plan shall include provisions that garages not be used for storage or recreational vehicles, that a yearly inspection be conducted of all unit garages, no street parking permits will be issued to residents of the residential community, no parking be permitted in undesignated parking areas, and that guest parking spaces are only to be used by guests and not residents of the community. This parking management plan must be reviewed and approved by the Community Development Director and made a part of the CC&R's prior to the issuance of building permits.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require any additional mitigation since the implementation of the proposed project would not affect any intersection's level of service.

4.14 TRIBAL CULTURAL RESOURCES

4.14.1 SCOPE OF ANALYSIS

This section of the EIR analyzed the proposed project's potential impacts to tribal cultural resources and identified any attendant mitigation measures.

4.14.2 ENVIRONMENTAL SETTING

REGULATORY SETTING

Assembly Bill 52 (AB-52) was signed into law on September 25, 2015 by Governor Brown. AB-52 imposes new requirements for consultation regarding projects that may affect a tribal cultural resource, includes a broad definition of what may be considered to be a tribal cultural resource, and includes a list of recommended mitigation measures. AB-52 requires a lead agency to begin consultation with a California

Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requests such consultation with the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. Consultation may include discussing the type of environmental review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe.

PREHISTORIC SETTING

The greater Los Angeles Basin was previously inhabited by the Gabrieleño-Kizh people, named after the San Gabriel Mission.[106] The Gabrieleño tribe has lived in this region for around 7,000 years.[107] Prior to Spanish contact, approximately 5,000 Gabrieleño people lived in villages throughout the Los Angeles Basin.[108] The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along Coyote Creek. Modern references place both village sites along Coyote Creek in what is now Buena Park. Both sites are located at least five miles from the project site.[109] Another encampment was recorded in the Brea Canyon area. The nearest archeological resource to the project site is located within the West Coyote Hills area. This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. This area is located approximately two miles to the south of the proposed project site.

4.14.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra, acting as Lead Agency, a project will normally be deemed to have a significant impact, if it results in any of the following:

- A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

  Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

[106] Tongva People of Sunland-Tujunga. *Introduction.* http://www.lausd.k12.ca.us/Verdugo_HS/classes/multimedia/intro.html

[107] Ibid.

[108] Rancho Santa Ana Botanical Garden. *Tongva Village Site.* http://www.rsabg.org/tongva-village-site-1

[109] McCawley, William. *The First Angelinos, The Gabrielino Indians of Los Angeles.* 1996.

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 Resource Code Section 5024.1 In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

4.14.4 ENVIRONMENTAL IMPACTS

4.14.4.1 THE PROPOSED PROJECT'S POTENTIAL FOR RESULTING IN A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:

LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K), OR

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 RESOURCE CODE SECTION 5024.1 IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCE CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

DISCUSSION OF IMPACT ANALYSIS

AB-52 consultation was undertaken by the Lead Agency. A response was received by the Lead Agency from the Gabrielino Kizh. According to the Gabrielino Kizh, the project site is located in an area of high archaeological significance. In addition, the site's proximity to Coyote Creek contributes to the site's ideal location for habitation and food gathering sites. Therefore, mitigation is required to ensure no impacts to tribal cultural resources occur.

CUMULATIVE IMPACTS

Impacts to tribal cultural resources are typically site-specific. Mitigation has been provided that would ensure no impacts to tribal cultural resources would occur during the project's construction phase. In addition, the project's implementation will not result in a loss in any local or State designated historic resource as there are none on-site.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will require mitigation in order to minimize potential impacts to tribal cultural resources.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will require the following mitigation in order to minimize potential impacts to tribal cultural resources:

Mitigation Measure No. 31 (Tribal Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director and will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require any additional mitigation.

4.15 UTILITIES & SERVICE SYSTEMS

4.15.1 SCOPE OF ANALYSIS

This section of the EIR analyzed the proposed project's potential impacts to utilities and identified any attendant mitigation measures.

4.15.2 ENVIRONMENTAL SETTING

REGULATORY SETTING - STATE REQUIREMENTS

There are a number of existing regulations that will be applicable to any new development and these policies and regulations will be effective in further reducing potential land use impacts. These regulations are considered to be standard conditions in that they are required regardless of whether an impact requires mitigation. Those regulations that will serve as standard conditions for the proposed future development are described in this section.

- *California Administrative Code.* The California Administrative Code (CAC) establishes efficiency standards for reducing water usage in new water fixtures. Title 24 of the CAC, Section 25352 addresses pipe insulation requirements. Title 20 of the CAC, Section 1604 provides efficiency standards for water fixtures including lavatory faucets, showerheads, and sink faucets.

- *California Urban Water Management Planning Act*. Section 10610 of the California Water Code establishes the Urban Water Management Planning Act. The Act states that every urban water service provider that serves 3,000 or more customers or that supplies over 3,000 acre feet (af) of water annually should prepare an Urban Water Management Plan (UWMP) every five years. The goal of a UWMP is to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years.

- *State Legislation - SB 610 (Costa) and SB 221 (Kuehl)*. To further support and augment the Urban Water Management Planning Act, the State legislature enacted Senate Bill (SB) 610 (Costa) and SB 221 (Kuehl). SB 610 amended the California Water Code, requiring that a water service provider prepare a Water Supply Assessment (WSA) to determine whether a project's water demand has been accounted for in the most recent UWMP. If the project's water demand has not been accounted for in the UWMP, the WSA must discuss whether the water service provider's total water supplies would be adequate to meet the projected water demand during normal, single dry, and multiple dry water years during a 20-year period. Additionally, under SB 610, the WSA must be incorporated within an environmental document prepared for the project pursuant to CEQA. Under SB 610, a project that is subject to a WSA includes a proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space, or a project that would increase the number of the public water system's existing service connections by 10 percent. SB 221 amended the Subdivision Map Act to require an applicant of a new subdivision project to obtain written verification from the water service provider that sufficient water supplies are, or will be, available to serve the project.

- *California Integrated Waste Management Board*. The California Integrated Waste Management Board (CIWMB) requires the City of La Habra to comply with the California Integrated Waste Management Act of 1989. This act requires each California city and county to divert 50 percent of its solid waste through source reduction, recycling, and composting. This ordinance requires recycling collection and loading areas in all development projects. The requirements now call for a waste diversion rate of 75% by the year 2020.

REGULATORY SETTING – CITY OF LA HABRA

The *City of La Habra General Plan* also includes goals and policies related to utilities and service systems for areas within the City of La Habra. The following City of La Habra General Plan policies for utilities and service systems are relevant to the proposed project:

- *WS 1.3 - Adequate Water Infrastructure*. Ensure that the City's potable water infrastructure is sized adequately for storage capacity and treatment to serve existing and future projected demands.

- *WS 2.3 - Water Efficient Landscaping*. Encourage the use of water efficient landscaping (e.g., drought and fire resistant landscaping and native vegetation) in new construction and rehabilitation projects.

- *WS 2.5 - Water Conservation Devices*. Require compliance with state laws for water conservation devices such as low flush toilets, self-closing faucets, and pressure reducing valves in all new and major renovated structures.

- *SS 1.4 - Adequate Wastewater Facilities*. Coordinate with the Orange County Sanitation District (OCSD) to provide adequate collection, supply, treatment, and disposal of wastewater to meet the demands of existing and future development.

- *SS 1.7 - New Development*. Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system necessary to serve the demands created by the development.

- *SS 1.8 - Sewer Deposit Management*. Continue to enforce the restrictions of material or liquid deposits (e.g., storm drain discharge, ground water discharge, and toxic gases) into the City's sewer system that are pollutants and not in conformance with the Orange County Sanitation District regulations.

- *SD 1.2 - NPDES Permit*. Require new development and rehabilitated structures to minimize stormwater runoff and pollutants consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit.

- *SD 1.4 - Facility Design*. Design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses.

- *SD 1.5 - Best Practices*. Use and update best practices for stormwater management.

- *WQ 1.1 - National Pollutant Discharge Elimination System and Regional Water Quality Control Board*. Implement the requirements of the Regional Water Quality Control Board (RWQCB) for compliance with the National Pollutant Discharge Elimination System permit and apply best management practices for point source discharges.

- *WQ 1.3 - Low Impact Development*. Encourage the incorporation of Low Impact Development (LID) techniques (e.g., permeable paving, cells, bioswales, tree box filters, rain barrels, rooftop runoff for irrigating lawns) to manage stormwater and urban runoff, reduce runoff and pollution, and assist in maintaining or restoring the natural hydrology.

- *WQ 1.4 - Protection of Water Bodies*. Require new development to protect the quality of water bodies and natural drainage systems consistent with the City's NPDES permit.

- *WQ 1.5 - New Development*. Require new development to protect the quality of water resources and natural drainage systems through site design, and use of source controls, stormwater treatment, runoff reduction measures, best management practices, and LID techniques.

- *WR 1.2 - AB 939 and 50 Percent Diversion*. Continue to partner, plan for, and document compliance with AB 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills.

- *WR 1.4 - Waste Diversion*. Require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting non-hazardous waste through source reduction, reuse, and recycling.

- *WR 1.5 - Waste Collection Performance*. Periodically review waste collection performance to verify adequacy of service.

- *WR 1.6 - New Construction and Recycled Materials Use*. Encourage the use of recycled materials in new construction through the continued enforcement of the California Green Building Standards Code.

- *WR 4.1 - Recycling and Reuse of Construction Waste*. Continue to enforce the waste management plan for certain construction and demolition projects to reduce landfill waste by diverting a minimum of 50 percent of the construction and demolition debris (e.g., concrete, asphalt paving, asphalt roofing, lumber, gypsum board, rock, and soil).

- *WR 4.2 - Waste Management Plan*. Review Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra) of the La Habra Municipal Code to determine if additions and/or modifications are necessary to further encourage and incentivize construction/demolition (C/D) recycling.

EXISTING UTILITIES -WATER

As stated in the City's General Plan, the City obtains its domestic water supply from groundwater and imported water sources. Roughly 43 percent of the City's potable water comes from three City groundwater wells pumped from the La Habra Groundwater Basin (La Bonita Park Well, Portola Park Well, and the Idaho Street Well). As part of its water system, the City maintains 140 miles of pipelines within its service area, six booster pump stations, and fifty-six pressure-regulating stations. The pressure regulating stations divide the distribution system into twenty-one different pressure zones. In addition, the City maintains emergency interconnections with Suburban Water Systems (SWS) and the cities of Fullerton and Brea. La Habra also has rights to a portion of the emergency supply in the Orange County Reservoir. The California Domestic Water Company (CDWC) currently delivers approximately 60% of the City's imported water supply. The Will Serve Letter, dated 12/17/19, is provided in the Appendix Volume. The maximum available water to La Habra is 7,200 acre-feet per year (AFY). Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY. This CIP project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. The City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately.[110]

[110] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.1.* March 2012.

According to the City's General Plan EIR, the City of La Habra has a supply of 9,673-acre feet of water per year. Assuming citywide compliance with the 20% conservation savings, the City will have an adequate amount of water to supply the proposed project through the year 2035.[111]

EXISTING UTILITIES -WASTEWATER

The City's existing sewer collection system is comprised of a network of gravity sewers. This gravity system consists of approximately 125 miles (662,485 linear feet) of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 lateral connections to the existing system. The general direction of flow is from north to south and east to west. The majority of the local sewers connect into the Orange County Sanitation District (OCSD) trunk system in Imperial Highway and Beach Boulevard. The sewage is then conveyed out of the City to the southwest.[112] The majority of the system was constructed in the 1950's and 1960's as the City experienced a rapid increase in housing development. Approximately 43 percent of the sewers were constructed from 1950 to 1959, and 27 percent were constructed from 1960 to 1969. The City of La Habra service area is located at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging in size from 12 to 96 inches in diameter and collectively measures over 500 miles in length. Additionally, there are 39 sewer interconnections and 87 diversions to maximize conveyance of flows through the system. The Will Serve Letter, dated 12/17/19, is provided in the Appendix Volume.

Twenty pump stations are used to pump sewage from lower lying areas to the treatment plants. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: the Imperial Relief Interceptor in Imperial Highway or the Miller Holder Trunk Sewer.

Reclamation Plant No. 2 located in the City of Huntington Beach serves the City and provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33 percent of the effluent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. The current capacity for Reclamation Plant No. 2 is 168 million gallons per day (mgd) of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 24 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd.[113]

[111] City of La Habra. *General Plan Update FEIR, Section 5.14 Utilities and Service Systems*. January 2016.

[112] One small portion of the City located west of Beach Boulevard and south of Imperial Highway, is tributary to the City of La Mirada and the Los Angeles County Sanitation District (LACSD). Another small area (i.e., approximately five homes) located at the City's western boundary along Valley Home Avenue in Los Angeles County is tributary to La Habra's sewer collection system.

[113] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.2*. March 2012.

EXISTING UTILITIES –SOLID WASTE

The City of La Habra contracts waste removal services with CR&R Incorporated. Solid waste generated by the project will be transferred to the Olinda Alpha Landfill near Brea or to the Puente Hills Transfer Station/Materials Recovery Facility (MRF).[114] The Olinda Landfill has a maximum permitted daily refuse of 8,000 tons and is expected to be closed by the year 2030.[115] An estimated 7,200 to 7,300 tons of solid waste is disposed at the Olinda landfill on a daily basis.[116] The remaining daily capacity is approximately 700 tons (1,400,000 pounds). The Puente Hills Transfer Station/MRF is able to accept 4,440 tons per day of solid waste.

4.15.3 THRESHOLDS OF SIGNIFICANCE

According to the City of La Habra, acting as Lead Agency, a project will normally be deemed to have a significant impact, if:

- The lead agency has sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years.
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- The project would 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.

4.15.4 ENVIRONMENTAL IMPACTS

4.15.4.1 THE LEAD AGENCY'S POSSESSION OF ADEQUATE WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND THE REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

DISCUSSION OF IMPACT ANALYSIS

Table 4-27 shows the amount of water that will be consumed by the proposed project. According to Table 4-27, the proposed project is projected to consume 30,107 gallons of water on a daily basis.

[114] Phone correspondence with a representative from CR&R. Phone Call dated November 20, 2017.

[115] Orange County. *County of Orange Waste and Recycling, Olinda Fact sheet.* http://oclandfills.com/civicax/filebank/blobdload.aspx?blobid=30447

[116] Ibid.

Table 4-27
Water Consumption (gals/day)

Use	Unit	Factor	Generation
Existing Office	1,234 sq.ft.	0.14 gals/day/sq.ft	175 gals/day
Proposed Project	189 persons	159.3 gpcd	30,107 gals/day
Net Change			29,932 gals/day
Total	189 persons		**30,107 gals/day**

Source: La Habra General Plan

The project will connect to an existing water line located along Euclid Street. The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the proposed project will be constructed in compliance with the 2016 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations). More specifically, the project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required.

CUMULATIVE IMPACTS

Table 4-28 provides an estimate of the cumulative water consumption between the project and the six related projects.

Table 4-28
Cumulative Water Consumption (gals/day)

Use	Unit	Factor	Generation
Proposed Project	189 persons	159.3 gpcd	30,107 gals/day
Skylark Housing Development	104 persons	159.3 gpcd	16,567 gals/day
City Ventures Project	231 persons	159.3 gpcd	36,798 gals/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	13,030 gals/day
Pinnacle Residential	22 persons	159.3 gpcd	3,635 gals/day
Olson Company	163 persons	159.3 gpcd	25,965 gals/day
Mountain View Apartments	98 persons	159.3 gpcd	15,579 gals/day
Total	807 persons		**141,681 gals/day**

Source: La Habra General Plan

As shown in the table, the cumulative plus project increase in water consumption would be 141,681 gallons per day.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to water consumption.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not require mitigation with respect to water consumption.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to water consumption.

4.15.4.2 THE POTENTIAL TO RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER, WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS INADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS.

DISCUSSION OF IMPACT ANALYSIS

Table 4-29 indicates the future wastewater generation in gallons per day. According to Table 4-29, the proposed project is expected to generate approximately 24,086 gallons of sewage per day, well within the daily average totals for the Huntington Beach treatment plant.

Table 4-29
Sewage Generation (gals/day)

Use	Unit	Factor	Generation
Existing Office	1,234 sq.ft.	0.11 gals/day/sq.ft	142 gals/day
Proposed Project	189 persons	127.4 gpcd (80% of water consumption)	24,086 gals/day
Net Change			23,944 gals/day
Total	189 persons		**24,086 gals/day**

Source: La Habra General Plan

The project will connect to an existing sewer line located within Euclid Street. This sewer line will ultimately discharge effluent into the districts' trunk sewer. Therefore, the existing sewer line has sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available at the Huntington Beach treatment plant. Therefore, project implementation will not exceed wastewater treatment requirements and the impacts are considered to be less than significant and no mitigation is required.

CUMULATIVE IMPACTS

Table 4-30 provides an estimate of the cumulative wastewater generation between the project and the six related projects.

Table 4-30
Cumulative Sewage Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Project	189 persons	127.4 gpcd (80% of water consumption)	24,086 gals/day
Skylark Housing Development	104 persons	127.4 gpcd (80% of water consumption)	13,250 gals/day
City Ventures Project	231 persons	127.4 gpcd (80% of water consumption)	29,429 gals/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	10,515 gals/day
Pinnacle Residential	22 persons	127.4 gpcd (80% of water consumption)	2,802 gals/day
Olson Company	163 persons	127.4 gpcd (80% of water consumption)	20,766 gals/day
Mountain View Apartments	98 persons	127.4 gpcd (80% of water consumption)	12,485 gals/day
Total	807 persons		**113,333 gals/day**

Source: La Habra General Plan

As shown in the table, the cumulative plus project increase in wastewater generation would be 113,333 gallons per day.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to wastewater generation.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not require mitigation with respect to wastewater generation.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to wastewater generation.

4.15.4.2 THE POTENTIAL TO RESULT IN A GENERATION OF SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR TO OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS.

DISCUSSION OF IMPACT ANALYSIS

As shown in Table 4-31, the proposed project is anticipated to generate approximately 580 pounds of waste per day.

Table 4-31
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Existing Office	1,234 sq.ft.	6 lbs/day/1,000 sq.ft	7 gals/day
Proposed Project	58 dwelling units	10 lbs/day/dwelling unit	580 lbs/day
Net Change			573 lbs/day
Total	58 dwelling units		**580 lbs/day**

Source: La Habra General Plan

The amount of solid waste produced by the project is not significant and will be accommodated by the aforementioned landfills and transfer stations. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

CUMULATIVE IMPACTS

Table 4-32 provides an estimate of the cumulative wastewater generation between the project and the six alternatives.

Table 4-32
Cumulative Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Proposed Project	58 dwelling units	10 lbs/day/dwelling unit	580 lbs/day
Skylark Housing Development	32 dwelling units	10 lbs/day/dwelling unit	320 lbs/day
City Ventures Project	71 dwelling units	10 lbs/day/dwelling unit	710 lbs/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	4,065 lbs/day
Pinnacle Residential	7 dwelling units	10 lbs/day/dwelling unit	70 lbs/day
Olson Company	50 dwelling units	10 lbs/day/dwelling unit	500 lbs/day
Mountain View Apartments	30 dwelling units	10 lbs/day/dwelling unit	300 lbs/day
Total	248 dwelling units		**6,545 lbs/day**

Source: La Habra General Plan

As shown in the table, the cumulative plus project increase in solid waste generation would be 6,545 pounds per day.

POTENTIALLY SIGNIFICANT IMPACTS BEFORE MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to solid waste generation.

MITIGATION OF POTENTIAL IMPACTS

The analysis determined that the proposed project will not require mitigation with respect to solid waste generation.

SIGNIFICANT UNAVOIDABLE IMPACTS AFTER MITIGATION

The analysis determined that the proposed project will not require mitigation with respect to solid waste generation.

4.16 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *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?*

The proposed project will not adversely impact air quality since the proposed project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. In addition, the project Applicant will be required to implement mandatory SCAQMD Standard Conditions, which will minimize the degradation of the local environment. The project Applicant will be required to implement Low Impact Development (LID) measures, also known as Best Management Practices (BMPs) into the project's design. These operational Best Management Practices (BMPs) will reduce the volume of water discharged into the local storm drains and will filter out any contaminants present in the stormwater runoff. Therefore, the proposed project will not degrade the quality of local groundwater or surface water resources. Furthermore, no impacts to protected species or habitat will result with the implementation of the mitigation provided to minimize impacts to nesting avian species. Lastly, the buildings that currently occupy the site are not historical buildings and the project site is not located within a historic district. Therefore, less than significant impacts will occur with the implementation of the mitigation measures and Standard Conditions identified throughout Section 4.

- *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)?*

The proposed project's cumulative emissions will be less than significant. As indicated in Section 4, the proposed project's air quality and GHG emissions will be under the thresholds of significance established by the SCAQMD. When examined in a cumulative city-wide context, the proposed project's air quality and GHG emissions will be less than significant. The proposed project is an infill development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the proposed project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. In addition, the Applicant will be required to incorporate any fire or police department recommendations into the site plan. Furthermore, the proposed project's cumulative traffic impacts will be less than significant. Finally, the eastern third of the project site involves a general plan amendment and rezoning from the industrial M-1 zoning designation to a residential R-4 zoning designation. This rezoning would ensure a more compatible land use within the project site with the surrounding residential development that abuts the property on the north and south sides. In addition, rezoning from M-1 to R-4 would eliminate the need for extending Electric Avenue into the eastern portion of the property to accommodate vehicular circulation to the potential industrial uses. Therefore, less than significant impacts will result.

- *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project's implementation will not result in environmental effects that would have direct or indirect impacts to human beings with the implementation of the mitigation measures identified in Section 4. For example, the mandatory SCAQMD Standard Conditions, which are designed to control fugitive dust and VOC's will ensure that potential impacts related to air quality are further reduced. The mitigation measures related to aesthetics will ensure that potential light trespass would not affect the adjacent light sensitive receptors. Mitigation is also required to ensure that LBP and ACM are properly handled and disposed of during the demolition of the existing on-site improvements. The analysis of noise impacts also determined that the potential construction noise impacts would require mitigation and these short term impacts would be mitigated using mufflers on the construction equipment and well as the installation of a temporary buffer wall. Adherence to the aforementioned mitigation measures and Standard Conditions will ensure no impacts to human beings will occur.

SECTION 5. - MANDATORY CEQA CONSIDERATIONS

This chapter contains analysis of the CEQA mandated discussions requiring the consideration of a range of issues extending beyond analysis of project-specific impacts to individual resource areas. The topics included within this chapter include:

- Growth Inducing Impacts (CEQA Guidelines §15126.2(d));
- Significant Irreversible Environmental Changes and Irretrievable Commitment of Resources (CEQA Guidelines §15126.2(c));
- Significant and Unavoidable Adverse Impacts (CEQA Guidelines §15126.2(b));
- Energy Conservation (CEQA Appendix F): and,
- Cumulative Impacts.

5.1 GROWTH-INDUCING IMPACTS

Public Resources Code Section 21100(a) (5) requires that the growth-inducing impacts of a project be addressed in the environmental impact report. According to CEQA, a project may be growth-inducing if it directly or indirectly fosters economic or population growth or the construction of additional housing, removes obstacles to growth, taxes community service facilities, or encourages or facilitates other activities that cause significant environmental effects.

Pursuant to State CEQA Guidelines §15126.2(d), an EIR must "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…". The purpose of this section is to evaluate the potential for growth-inducing effects of the proposed Volara Townhome development. A project would directly induce growth if it would remove growth control barriers to growth, such as a change to a jurisdiction's General Plan and Zoning Ordinance to allow increased development. The CEQA Guidelines require a discussion of growth inducement, but does not require speculation as to exactly when and where growth may or may not occur, and what form that growth may take.

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area, such as utilities, improved roadways, and expanded public services. Those variables that typically contribute to growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The project site is developed and is largely used for outdoor storage. Two existing structures are located within the property though they were not used as residences. The proposed project will involve the removal of the existing blighted uses and their replacement with 58 townhomes. The proposed project will be an infill project.

- *The extension of roadways and other transportation facilities.* That segment of Electric Avenue located to the east of Euclid Street will be vacated. This area will be incorporated into the proposed development. The existing railroad right-of-ways will not be affected by the proposed project.

- *The extension of infrastructure and other improvements.* Any new infrastructure lines will serve the proposed project only. The surrounding parcels are developed and connected to infrastructure.

- *Major off-site public projects (treatment plants, etc.).* No major public improvements will be required to accommodate the proposed project.

- *The removal of housing requiring replacement housing elsewhere.* The project site does not contain any existing residential units.

- *Additional population growth leading to increased demand for goods and services.* The proposed project will involve the construction of 58 townhome units. The proposed development will potentially result in up to 189 additional residents assuming an average household size of 3.26 persons per unit.

- *Short-term growth inducing impacts related to the project's construction.* The proposed project's construction would result in temporary employment generation. This anticipated demand for new construction can be accommodated by the existing local labor market.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES & IRRETRIEVABLE COMMITMENT OF RESOURCES

This section considers the effects of the proposed project that would result in a commitment of resources and uses of the environment that could not be recovered following implementation. Public Resources Code Section 21100(b)(2)(B) requires an EIR to include a detailed statement setting forth any significant effects on the environment that would be irreversible if a project is implemented. Consideration of significant irreversible environmental changes pursuant to §15126.2(c) of the State CEQA Guidelines includes evaluation of the use(s) of nonrenewable resources during the initial and continued phases of the project. Furthermore, the EIR must indicate if this use of resources represents an irreversible commitment.

Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to an area that was previously an inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. An irreversible or irretrievable commitment of resources occur when resources are consumed, committed, or lost as a result of the project's construction and/or subsequent operation. The commitment of a resource would be "irreversible" if the project started a process that could not be reversed or stopped. As a result, the resource productivity or its utility would be consumed, committed, or lost forever.

Commitment of a resource would be considered "irretrievable" when the project would directly eliminate the resource, its productivity, or its utility for the life of the project and beyond.

The vacation of Electric Avenue would remove this existing unimproved roadway segment from public use. Currently, the roadway is unimproved and only serves the project site. The roadway's terminus is located near the project site's eastern boundary. In addition to the continued commitment of the project site to urban development, the proposed project would also involve the consumption of energy derived from nonrenewable sources for electricity to power on-site equipment and fossil fuels for project-related vehicle trips. Building materials could be considered permanently consumed. These changes would be irreversible. As a result, the changes associated with the proposed project's construction and subsequent occupancy does not constitute significant adverse impacts.

5.3 SIGNIFICANT & UNAVOIDABLE IMPACTS

This section indicates those significant irreversible environmental changes that would be involved in the approval and subsequent implementation of the proposed Volara Townhomes development. The development arising from the construction and subsequent occupancy of the proposed project will represent a long-term commitment of the project site to the proposed residential land use. The environmental analysis contained in Section 4 of this EIR indicated that the potential impacts could be mitigated to levels that are less than significant.

5.4 CUMULATIVE IMPACT ANALYSIS

Cumulative impacts refer to the combined effect of project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the *CEQA Guidelines* require that cumulative impacts be analyzed in an EIR. As set forth in the *CEQA Guidelines* Section 15130(b),

> *"the discussion of cumulative impacts shall reflect the severity of the impacts, and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone."*

Section 15130 of the *CEQA Guidelines* requires that an EIR address cumulative project impacts in which the project has possible environmental effects that are individually limited but "cumulatively considerable." The cumulative project list, identified in Table 5-1 and Exhibit 5-1, was provided by the City of La Habra working with the project traffic engineer. As indicated in Table 5-1, the two related projects would result in the construction and subsequent occupancy of 103 residential units. Of this total number, 94 units would include townhome/condominium units and nine units would be single-family detached units. These two related projects are located to the north and northwest of the project site along La Habra Boulevard.[117]

[117] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

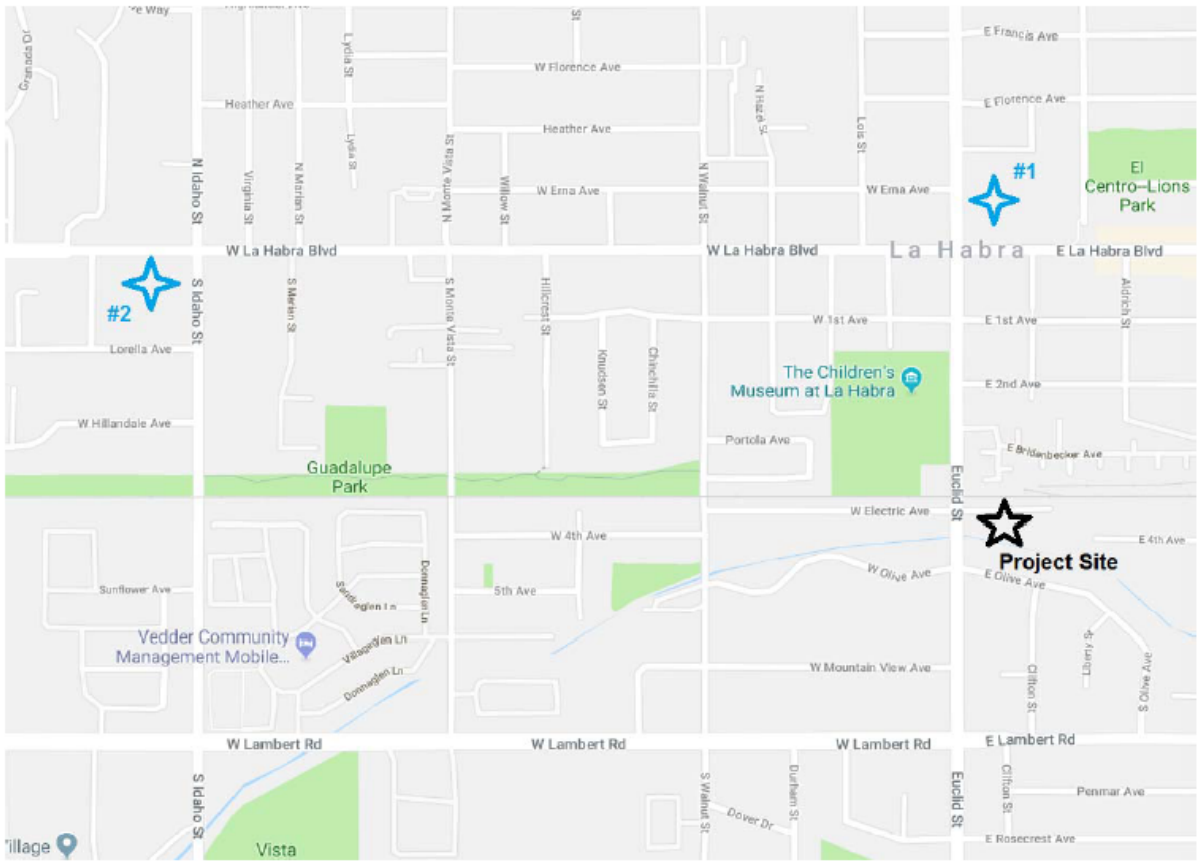

EXHIBIT 8. LOCATION MAP OF OTHER DEVELOPMENT
No Scale

Note: The cumulative projects are noted in the Exhibit. The stars and numbers refer to the projects noted in Table 5-1.

EXHIBIT 5-1
LOCATION OF RELATED PROJECTS
Source: K2 Traffic Engineering, Inc.

Table 5-1
Cumulative (Related) Projects

Map Location	Land Use	Description
La Habra Civic Center Infill Housing (City Ventures)	Residential	62 townhome units 9 single-family units
Residential Condominium (Skylark Housing Development)	Residential	32 condominium units

Source: City of La Habra and K2 Traffic Engineering, Inc.

The potential for projects to have a cumulative impact depends on both geographic location as well as the timing of development. The geographic area affected by cumulative projects varies depending on the environmental topic. For example, construction noise impacts would be limited to areas directly affected by construction noise, whereas the area affected by a project's air emissions generally includes the local South Coast Air Basin, and impacts associated with aesthetics would include the affected view shed. While the timing of the future projects are likely to fluctuate due to schedule changes or other unknown factors, this analysis assumes these projects would be implemented concurrently with construction of the proposed project.

5.4.1 CUMULATIVE AESTHETIC IMPACTS

The related projects identified in Table 5-1, while being located in relatively close proximity to the proposed project site, are not situated within view of the site. Therefore, the potential visual and light and glare impacts of the proposed project together with the related projects would not be additive. Overall, the proposed project's implementation will improve the existing visual and aesthetic quality of the project site. The existing underutilized and dilapidated parcels within project site will be improved with the new development and landscaping.

There are no designated State scenic highways located in the vicinity of the project site or in the vicinity of the related projects.[118] In commemoration of the original El Camino Real route that traversed what is now La Habra Boulevard during the mission days, replica 1906 bells have been installed and placed at significant historical sites along that route, establishing this historical corridor as "The Boulevard of the Bells." The bell and plaque at the corner of La Habra Boulevard and Euclid Street marks "La Habra's Birthplace". According to the wording on the plaque, "The first post office officially naming this settlement La Habra was granted in 1898 and was established in a corner of Coy's Store, located on this site. El Camino Viejo, the old road between the missions, passed this corner, which became a central trading point in the fertile La Habra valley." The plaque was designated Historical Site Number 29 in 1978, by the Orange County Board of Supervisors and Orange County Historical Commission.

In addition, the proposed project as well as the related projects will not affect any trees, outcroppings, or historic resources. The project sites have already undergone development and there are no natural topographic features remaining.[119]

[118] California Department of Transportation. *Official Designated Scenic Highways*. www.dot.ca.gov

[119] Blodgett Baylosis Environmental Planning. Site Survey. (September 5, 2019).

5.4.2 CUMULATIVE AIR QUALITY IMPACTS

To determine if the project would result in a cumulatively considerable net increase of any criteria pollutant for which the region is classified as non-attainment, a cumulative impact analysis was performed to evaluate the combined air quality impacts of the proposed project along with the Citywide related projects. As indicated in Table 5-2, the combined operational emissions would still be below the SCAQMD's daily thresholds of significance. Copies of the air analysis worksheets are provided in Appendix B. As indicated in Table 5-2, the combined emissions from all seven project's (the six Citywide related projects together with the proposed project) will be less than significant.

Table 5-2
Estimated Operational Emissions in lbs/day
for Combined Cumulative Projects

Emission Source	ROG	NO_2	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	9.50	0.23	20.47	--	0.11	0.11
Energy (lbs/day)	0.25	2.27	1.44	0.01	0.17	0.17
Mobile (lbs/day)	5.84	18.28	53.32	0.18	16.84	4.59
Total (lbs/day)	**15.60**	**20.79**	**75.25**	**0.20**	**17.13**	**4.88**
Daily SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod [computer program].

5.4.3 CUMULATIVE CULTURAL RESOURCES IMPACTS

All of the related projects identified in Table 5-1 occupy properties that have been previously developed. As a result, no natural undisturbed areas will be affected by this future development. For the projects that require some form of discretionary approval, consultation with local Native American Tribes will be required. In general, a project's potential cultural impact is specific to the project-specific site and any impact and attendant mitigation is directly related to the potential project.

5.4.4 CUMULATIVE GREENHOUSE GASES

The related projects shown in Table 5-1 would contribute to global climate change as a result of emissions of GHGs, primarily CO2, emitted by construction and operational activities. The seven projects would generate of 4,274 $MTCO_2E$ annually. The cumulative GHG emissions will still be below the SCAQMD's threshold of 10,000 $MTCO_2E$ of GHG annually. As a result, the potential cumulative GHG impacts are considered to be less than significant.

Table 5-3
Greenhouse Gas Emissions
for Combined Cumulative Projects

Source	GHG Emissions (Lbs./Day)			
	CO_2	CH_4	N_2O	CO_2E
Total Construction Emissions				
Construction GHG	**738.48**	**0.16**	**--**	**742.49**
Long-Term Operational Emissions (Mitigated)				
Area	4.18	--	--	4.28
Energy	1,304.35	0.04	0.01	1,310.12
Mobile	2,677.34	0.11	--	2,680.28
Waste	48.01	2.83	--	118.95
Water	118.34	0.56	0.01	136.79
Total	**4,152.23**	**3.57**	**0.03**	**4,250.44**

Source: CalEEMod.V. 2016.3.2. Note: Slight variations may occur due to rounding.

5.4.5 CUMULATIVE HAZARDS AND HAZARDOUS MATERIALS

The hazards and hazardous materials impacts associated with a project like the one proposed are usually localized and occur on a project by project basis, rather than in a cumulative manner. Because the proposed project contains mitigation measures to abate site-specific hazards, any potential cumulative impact associated with the proposed project would be reduced to less than significant levels.

Prior to the commencement of any new development, a thorough investigation of building interiors must be undertaken to ascertain whether ACMs or other residual contaminants are present. Should these contaminants be identified as part of the site investigation, remediation and disposal must be undertaken pursuant to CalEPA (Department of Toxic Substances Control) and Federal EPA requirements. The future development may also involve the removal of the existing, older structures and their replacement with newer structures and improvements that will be constructed in conformance to existing codes. The replacement of the existing structures with new development constructed to current building, health, and safety codes is considered a beneficial impact. As a result, no significant adverse impacts are anticipated given the nature of the proposed uses and the replacement of older structures pursuant to the more up to date regulations.

5.4.6 CUMULATIVE LAND USE AND PLANNING

For the projects listed in Table 5-1 that have been previously approved, they have previously been found to be consistent with all applicable General Plan and Municipal Code requirements. For those projects that are pending, the City would be required to issue findings demonstrating consistency with the applicable General Plan (as amended) and Municipal Code requirements if they are ultimately approved. As indicated in Table 5-1, the two related projects would result in the construction and subsequent occupancy of 103 residential units. Of this total number, 94 units would include townhome/condominium units and nine units would be single-family detached units.

These two related projects are located to the north and northwest of the project site along La Habra Boulevard.[120]

5.4.7 CUMULATIVE NOISE

The traffic on the freeways, streets, and railways that traverse La Habra are the primary contributors to urban noise. To a lesser degree, the City's industries are also sources of stationary noise. The high volumes of truck traffic, particularly on local streets, are responsible for the relatively high daytime noise levels. As a result, the majority of the City is located within areas where the outdoor ambient noise levels often exceed 65 dBA during the daytime periods. The change in traffic noise levels from existing levels are not expected to be perceptible over the long-term. No roadway segments are likely to experience a significant increase in noise levels (in excess of 3.0 dBA). The increased traffic noise along all major roadway segments will be well less than 3.0 dBA; generally considered to be perceptible due to the citywide distribution of traffic from the related projects. It typically requires a doubling of traffic volumes to generate an increase in the ambient noise levels of 3.0 dB or greater.[121] As a result, no significant adverse impacts related to traffic noise are anticipated. However, the potential noise levels from the new residential uses are likely to be comparable to that of existing residential uses located in close proximity to the related projects. All of the cumulative projects also include mitigation measures and design elements that would reduce the potential impacts related to traffic noise emanating from La Habra Boulevard. In addition, there are no land use plan changes associated with the related projects that involve the introduction of commercial or industrial uses into noise sensitive areas. The two related projects and the proposed project will involve residential development in areas that were previously developed in non-residential uses. As a result, all three projects include mitigation measures and other design measures that will mitigate potential noise impacts.

5.4.8 CUMULATIVE PUBLIC SERVICES

The related projects will replace substandard and dilapidated uses, resulting in a beneficial impact in terms of eliminating existing potential fire hazards and reducing the likelihood of trespassing or loitering. The rehabilitation of older structures as part of any new development will reduce potential fire hazards by removing older electrical systems and requiring compliance with more stringent building codes for new construction. The greatest potential impact is related to calls for service for paramedic services due to the increased concentrations of persons anticipated with the new development. The Los Angeles County Fire Department, which serves the City of La Habra, will review all new development plans and any new development will be required to conform to applicable fire protection and prevention requirements including, but not limited to, building setbacks, emergency access, interior sprinklers, etc.

5.4.9 CUMULATIVE TRAFFIC

Information regarding potential future projects either under construction, planned, or proposed for development within or near the study area was obtained from several sources. The cumulative projects were identified and approved by the City's traffic engineer. These projects were selected because they are

[120] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[121] United States Department of Transportation, Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report Dated 2018.

the only related projects that would have a direct impact on the segment of Euclid Street between Lambert Road and La Habra Boulevard. These related projects are described in Table 5-4.

Table 5-4
Related Projects Trip Generation

Project Information	AM Peak			PM Peak			Daily
	IN	OUT	Total	IN	OUT	Total	
La Habra Civic Center Infill Housing	10	42	52	42	21	63	673
32-unit Residential Condominium (La Habra Blvd w/o Idaho St)	2	12	14	11	6	17	186

The proposed project will not result in a significant impact based on the opening year conditions taking into consideration the two related projects. The two cumulative projects together with the proposed project will result in 1,169 average daily trips. Of this total number, 86 trips will occur during the morning (AM) peak hour and 106 trips will occur during the evening (PM) peak hour. The majority of the traffic for the two related projects would be diverted directly to La Habra Boulevard due to the proximity to this roadway. It should also be pointed out that the units located within the Civic Center site replaced traffic associated with the operation of the City Hall and Police Department. Therefore, mitigation measures are not required.[122]

5.5.10 UTILITIES

The California Domestic Water Company (CDWC) currently delivers approximately 60% of the City's water supply. The maximum available water to La Habra is 7,200 acre-feet per year (AFY). Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY. This CIP project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. The City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately.[123] According to the City's General Plan EIR, the City of La Habra has a supply of 9,673-acre feet of water per year. Assuming citywide compliance with the 20% conservation savings, the City will have an adequate amount of water to supply the proposed project through the year 2035.[124]

According to Table 4-26, the proposed project is projected to consume 30,107 gallons of water on a daily basis. The project will connect to an existing water line located along Euclid Street. The existing water supply facilities and infrastructure will be able accommodate this additional demand. In addition, the proposed project will be constructed in compliance with the 2016 California Green Building Code (Part 11 of Title 24 of the California Code of Regulations). More specifically, the project must comply with Division 5.3, Water Efficiency, and Conservation, which mandates the inclusion of water efficient fixtures such as faucets, toilets, showers, and water efficient landscaping. As a result, the impacts are considered to be less than significant and no mitigation is required. A copy of the "Will Service" letter is provided in Appendix

[122] K2 Traffic Engineering, Inc. *Traffic Impact Study*. Report dated April 9, 2018.

[123] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.1.* March 2012.

[124] City of La Habra. *General Plan Update FEIR, Section 5.14 Utilities and Service Systems*. January 2016.

E. Table 5-5 shown below provides an estimate of the cumulative water consumption between the project and the six related projects.

Table 5-5
Cumulative Water Consumption (gals/day)

Use	Unit	Factor	Generation
Proposed Project	189 persons	159.3 gpcd	30,107 gals/day
Skylark Housing Development	104 persons	159.3 gpcd	16,567 gals/day
City Ventures Project	231 persons	159.3 gpcd	36,798 gals/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	13,030 gals/day
Pinnacle Residential	22 persons	159.3 gpcd	3,635 gals/day
Olson Company	163 persons	159.3 gpcd	25,965 gals/day
Mountain View Apartments	98 persons	159.3 gpcd	15,579 gals/day
Total	807 persons		**141,681 gals/day**

gpcd = gallons per capita per day

Source: La Habra General Plan

As shown in the table, the cumulative plus project increase in water consumption would be 141,681 gallons per day. The related projects also would be required to demonstrate that they would be served with potable water service as a standard requirement of the development review process and these projects may be required to implement water conservation measures to the extent they are required. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on potable water supply.

The City's existing sewer collection system is comprised of a network of gravity sewers. This gravity system consists of approximately 125 miles (662,485 linear feet) of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 lateral connections to the existing system. The general direction of flow is from north to south and east to west. The majority of the local sewers connect into the Orange County Sanitation District (OCSD) trunk system in Imperial Highway and Beach Boulevard. The sewage is then conveyed out of the City to the southwest.[125]

The majority of the system was constructed in the 1950's and 1960's as the City experienced a rapid increase in housing development. Approximately 43 percent of the sewers were constructed from 1950 to 1959, and 27 percent were constructed from 1960 to 1969. The City of La Habra service area is located at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging in size from 12 to 96 inches in diameter and collectively measures over 500 miles in length. Additionally, there are 39 sewer interconnections and 87 diversions to maximize conveyance of flows through the system. Twenty pump stations are used to pump

[125] One small portion of the City located west of Beach Boulevard and south of Imperial Highway, is tributary to the City of La Mirada and the Los Angeles County Sanitation District (LACSD). Another small area (i.e., approximately five homes) located at the City's western boundary along Valley Home Avenue in Los Angeles County is tributary to La Habra's sewer collection system.

sewage from lower lying areas to the treatment plants. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: the Imperial Relief Interceptor in Imperial Highway or the Miller Holder Trunk Sewer.

Reclamation Plant No. 2 located in the City of Huntington Beach serves the City and provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33 percent of the effluent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. The current capacity for Reclamation Plant No. 2 is 168 million gallons per day (mgd) of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 24 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd.[126] According to Table 5-6, the proposed project is expected to generate approximately 24,086 gallons of sewage per day, well within the daily average totals for the Huntington Beach treatment plant. The project will connect to an existing sewer line located within Euclid Street. This sewer line will ultimately discharge effluent into the districts' trunk sewer. Therefore, the existing sewer line has sufficient capacity to accommodate the projected flows. Adequate sewage collection and treatment are currently available at the Huntington Beach treatment plant. Therefore, project implementation will not exceed wastewater treatment requirements and the impacts are considered to be less than significant and no mitigation is required. A copy of the "Will Service" letter is provided in Appendix E. Table 5-6 shown on the following page provides an estimate of the cumulative wastewater generation between the project and the six related projects.

Table 5-6
Cumulative Sewage Generation (gals/day)

Use	Unit	Factor	Generation
Proposed Project	189 persons	127.4 gpcd (80% of water consumption)	24,086 gals/day
Skylark Housing Development	104 persons	127.4 gpcd (80% of water consumption)	13,250 gals/day
City Ventures Project	231 persons	127.4 gpcd (80% of water consumption)	29,429 gals/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	10,515 gals/day
Pinnacle Residential	22 persons	127.4 gpcd (80% of water consumption)	2,802 gals/day
Olson Company	163 persons	127.4 gpcd (80% of water consumption)	20,766 gals/day
Mountain View Apartments	98 persons	127.4 gpcd (80% of water consumption)	12,485 gals/day
Total	807 persons		**113,333 gals/day**

Source: La Habra General Plan

[126] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.2.* March 2012.

As shown in the table, the cumulative plus project increase in wastewater generation would be 113,333 gallons per day. For those projects listed in Table 5-1 that are located with OCSD's Revenue District 3, they would be required to demonstrate that they would be served with wastewater service as a standard requirement of the development review process. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively considerable impact on wastewater. A copy of the "Will Service" letter is provided in Appendix E.

The City of La Habra contracts waste removal services with CR&R Incorporated. Solid waste generated by the project will be transferred to the Olinda Alpha Landfill near Brea or to the Puente Hills Transfer Station/Materials Recovery Facility (MRF).[127] The Olinda Landfill has a maximum permitted daily refuse of 8,000 tons and is expected to be closed by the year 2030.[128] An estimated 7,200 to 7,300 tons of solid waste is disposed at the Olinda landfill on a daily basis.[129] The remaining daily capacity is approximately 700 tons (1,400,000 pounds). The Puente Hills Transfer Station/MRF is able to accept 4,440 tons per day of solid waste.

The amount of solid waste produced by the project is not significant and will be accommodated by the aforementioned landfills and transfer stations. As a result, the potential impacts are considered to be less than significant and no mitigation is required. A copy of the "Will Service" letter is provided in Appendix E. Table 5-7 shown below provides an estimate of the cumulative wastewater generation between the project and the two alternatives.

Table 5-7
Cumulative Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Proposed Project	58 dwelling units	10 lbs/day/dwelling unit	580 lbs/day
Skylark Housing Development	32 dwelling units	10 lbs/day/dwelling unit	320 lbs/day
City Ventures Project	71 dwelling units	10 lbs/day/dwelling unit	710 lbs/day
701 East Imperial Highway	Based on BBEP calculations	Based on BBEP calculations	4,065 lbs/day
Pinnacle Residential	7 dwelling units	10 lbs/day/dwelling unit	70 lbs/day
Olson Company	50 dwelling units	10 lbs/day/dwelling unit	500 lbs/day
Mountain View Apartments	30 dwelling units	10 lbs/day/dwelling unit	300 lbs/day
Total	248 dwelling units		**6,545 lbs/day**

Source: La Habra General Plan

[127] Phone correspondence with a representative from CR&R. Phone Call dated November 20, 2017.

[128] Orange County. *County of Orange Waste and Recycling, Olinda Fact sheet*. http://oclandfills.com/civicax/filebank/blobdload.aspx?blobid=30447

[129] Ibid.

As shown in the table, the cumulative plus project increase in solid waste generation would be 6,545 pounds per day. The related projects generate both construction and operational solid waste and, depending on the volumes and end uses, would be required to implement recycling and waste reduction measures. The proposed project is anticipated to generate 580 pounds of solid waste on a daily basis. The project's construction and operational solid waste generation would represent less than 1 percent of the remaining capacity at these facilities. As such, sufficient capacity is available to serve the proposed project as well as existing and planned land uses in La Habra and other Los Angeles and Orange County communities for the foreseeable future. Additionally, contractors will be required to implement construction and demolition debris recycling and to provide the installation of onsite facilities necessary to collect and store recyclable materials. These practices would divert substantial quantities of materials from the solid waste stream and contribute to conserving landfill capacity, thereby extending the operational life of such facilities. Accordingly, the proposed project, in conjunction with the other related projects, would not have a cumulatively considerable impact on solid waste.

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SECTION 6. - ALTERNATIVES ANALYSIS

6.1 INTRODUCTION

This chapter addresses alternatives to the proposed project, describes the rationale for including them in the EIR, discusses the environmental impacts associated with each alternative, compares the relative impacts of each alternative to those of the proposed project, and discusses the relationship of each alternative to the project objectives.

6.2 CRITERIA FOR SELECTING ALTERNATIVES

An EIR need not consider every conceivable alternative to a project. According to the CEQA Guidelines, an EIR must describe a "reasonable range of alternatives" to a proposed project. The alternatives selected for comparison should be those that would attain most of the basic objectives of the project and avoid or substantially lessen one or more significant effects of the project (CEQA Guidelines Section 15126.6). The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the decision-making body and informed public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

An EIR must evaluate the comparative merits of the alternatives and identify an environmentally superior alternative. The EIR must also briefly describe the rationale for selection and rejection of alternatives and the information upon which the Lead Agency (in this case, the City of La Habra) relied on when making the selection. It also should identify any alternatives considered but rejected as infeasible by the Lead Agency during the scoping process and briefly explain the reasons for the exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects. This chapter identifies and evaluates three alternatives to the proposed project.

An EIR must briefly describe the rationale for selection and rejection of alternatives. The Lead Agency may make an initial determination as to which alternatives are feasible and which are infeasible, therefore providing merit to in-depth consideration for those selected for additional analysis. In the consideration of a potential alternative, the following criteria must be considered:

- The extent to which the alternative would accomplish most of the basic objectives of the project;
- The extent to which the alternative would avoid or lessen any of the identified significant environmental effects of the project;
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;

- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and,

- The requirement of the *CEQA Guidelines* to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no-project alternative (*CEQA Guidelines* Section 15126.6(e)).

After consideration of various alternatives, the following alternatives were selected:

- *No Project/No Development Alternative*. According to the *CEQA Guidelines*, Section 15126.6(e), the purpose of evaluating the No Project/No Development Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project.

- *Lower Density Residential Development Alternative*. This alternative would involve the construction of a residential development within the project site. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 43 dwelling units would be constructed at a density of 15-units per acre (the underlying zoning permits between 15-24 dwelling units per acre [du/ac]).

- *Higher Density Residential Development Alternative*. This alternative would involve the construction of a residential development within the project site. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 70 single-family units would be constructed at a density of 24-units per acre. The rationale for selecting this alternative was to provide an addition land use comparison of the maximum residential development possible under the R-4 zoning for the entire site. As indicated elsewhere, the proposed project assumes a density 19.9 units per acre, which is well under the maximum permitted density allowed under the R-4 designation.

Alternatives are ultimately compared to the project objectives. The objectives for the proposed project, listed in Section 3.5, include the following:

- To minimize the environmental impacts associated with the proposed project's construction and subsequent occupancy (City of La Habra Objective);

- To promote new infill residential development (City of La Habra Objective);

- To promote increased property valuation as a means to finance public services and improvements in the City (City of La Habra Objective); and,

- To ensure that the proposed development is in conformance with the policies of the City of La Habra General Plan (City of La Habra Objective).

The project Applicant is seeking to accomplish the following objectives with the proposed project:

- To more efficiently utilize the site (Project Applicant's Objective); and,
- To realize a fair return on their investment (Project Applicant's Objective).

6.3 ALTERNATIVES CONSIDERED BUT REJECTED

The Lead Agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are clearly infeasible. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines*, Section 15126.6(f)(3)). This section identifies alternatives considered by the Lead Agency, but rejected as infeasible, and provides a brief explanation of the reasons for their exclusion. As noted above, alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (*CEQA Guidelines*, Section 15126.6(c)).

An alternative site for the project need not be considered when its implementation is "remote and speculative" such as the site being out of the purview of the lead agency or beyond the control of a project applicant.

Another alternative that was not considered was an alternative that considered to merits of developing the project site according to the current zoning designation. This alternative would assume the western two thirds of the site would be developed according to the current R-4 designation. The eastern third of the site would be developed as an industrial corresponding to the current M-1 designation. This alternative would allow for industrial land uses to intrude into an existing residential area and the future industrial uses would be surrounding on three sides by residential development. In addition, a relatively small land area would be devoted to potential residential development. Finally, access would have to be provided by an extension of Electric Street which will be integrated into the proposed project. Overall, this alternative scenario would not meet any of the project objectives and could result in potential land use conflicts.

6.4 ANALYSIS OF ALTERNATIVES

6.4.1 ALTERNATIVE 1: NO PROJECT ALTERNATIVE

The discussion of the No Project Alternative normally proceeds along one of two lines. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the No Project Alternative will be the continuation of the plan, policy, or operation into the future. On the other hand, if the project is an individual development project on an identifiable location, the No Project Alternative should compare the environmental effects of the property remaining in its existing state. If other future uses of the land are predictable, such land uses should also be discussed as possible no project conditions and the project should be compared to those uses. For each of the project alternatives identified, a general description of the alternative is presented and a qualitative discussion of its comparative environmental impacts is provided.

The *CEQA Guidelines* (Section 15126.6(e)(3)(B)) provides the following guidance on the No Project Alternative, "If the project is…a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved." Under the No Project Alternative, the project would not be built and the existing uses within the project site would remain in its present condition. No significant upgrades to the circulation system or utility infrastructure are anticipated. Under the No Project Alternative, the proposed project would not be constructed and the existing structures would remain. The potential impacts of this alternative are described below.

- *Aesthetics*. No changes in the project site's visual character would occur under this alternative. The project site would continue to remain blighted indefinitely. In terms of aesthetics, the No Project Alternative would result in greater negative environmental impacts compared to the proposed project and the other two development alternatives.

- *Air Quality*. No new short-term (construction) or long-term (operational) air pollutant emissions would occur as a result of the No Project Alternative. This alternative also would not result in an increase in mobile or stationary emissions since no new development would occur.

- *Cultural Resources*. The No Project Alternative would not alter the existing site condition. As a result, no grading or excavation would unearth any known or unknown historic, archeological, or paleontological resources that might be present. Thus, the No Project Alternative, when compared to the proposed project, would have fewer potential impacts to cultural resources.

- *Greenhouse Gas Emissions*. The No Project Alternative would not result in an increase in GHG emissions compared to the proposed project or the other residential development alternatives. Nevertheless, the proposed project would further implement the statewide objectives related to infill residential within urbanized areas and thus further regional sustainable goals for reducing VMTs.

- *Hazards and Hazardous Materials*. Under the No Project Alternative, the site will continue to remain in its unkempt and any existing lead and asbestos containing materials located on-site will remain longer until such time another development is proposed. The site's redevelopment will necessitate the removal of the vehicles and other materials which would potentially remain indefinitely. As a result, the No Project Alternative would mean that the status quo until such time clean up occur as part of some future development.

- *Land Use and Planning*. Under this alternative, no change would occur to the existing conditions within the project site. The property, in its current blighted state would continue to be an incompatible land use with respect to the surrounding residential development. As a result, the No Project Alternative would result in impacts that are more adverse compared to those of the Proposed Project and the other residential alternatives.

- *Noise*. The No Project Alternative would not result in any change to existing ambient noise levels and would not introduce a new source of noise. Because no construction would take place, short term construction noise would not occur.

- *Population*. No changes in the site's population would occur since no housing units would be demolished. Two of the existing structures were formerly used for offices and storage. Under this alternative, the existing on-site development would remain.

- *Public Services*. No changes in the project area's service demand since no new development would occur.

- *Transportation*. Under the No Project Alternative, the project-related increase in vehicle trips on the surrounding roadway network from proposed project construction and operation would not occur. The No Project Alternative would not result in changes to traffic, congestion on roadways, air traffic patterns, traffic hazards, inadequate emergency access, or inadequate parking. In addition, the No Project Alternative would not conflict with policies, plans, or programs supporting alternative transportation. Therefore, the No Project Alternative would have less traffic generation compared to the proposed project.

- *Utilities*. The No Project Alternative would not result in a new need for utilities at the project site. The No Project Alternative would have no new impact on water supplies, water or wastewater treatment facilities, new or existing storm water drainage facilities, or a substantial impact on solid waste facilities. Impacts to utilities and services would be fewer than that anticipated for the proposed project.

The No Project Alternative would not meet any of the project goals or objectives including the goals and objectives of the proposed project. The No Project Alternative would not provide the City with any social and economic benefits in regards to maintaining the existing non-conforming commercial facilities and amenities. Because the No Project Alternative would not meet any of the project objectives, it is considered to be infeasible. In addition, this alternative would result in the continuation of a number of adverse environmental impacts associated with the continued blight and underutilized nature of the property. Furthermore, any existing contamination with lead and asbestos would remain indefinitely until the property has been developed.

6.4.2 LOWER DENSITY RESIDENTIAL DEVELOPMENT ALTERNATIVE

This alternative would involve the construction of a residential development within the project site at somewhat lower densities compared to those of the proposed project. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 43 dwelling units would be constructed at a density of 15-units per acre (the underlying zoning and general plan permits between 15-24 dwelling units per acre.) The potential impacts of this alternative are described below.

- *Aesthetics*. The aesthetic and visible changes under the Lower Density Residential Development Alternative would be comparable to that of the proposed project though the overall density would be less. As a result, the impacts of this alternative would be less than that those of the proposed project since this alternative would be less dense.

- *Air Quality*. The Lower Density Residential Development Alternative would result in new short-term and long-term operational air pollutant emissions, including greenhouse gases. These emissions would occur as a result of development consistent with a medium density residential use. Under this alternative, it is anticipated that this alternative would have slightly less air quality impacts as compared to the proposed project. Overall, the emissions would be 74 percent of that anticipated for the proposed project. Both the emissions for this alternative as well as that anticipated for the proposed project would be below SCAQMD thresholds of significance.

- *Cultural Resources*. The impacts of the Lower Density Residential Development Alternative would be the same as those envisioned for the proposed project. Both the proposed project and this alternative would potentially unearth other significant cultural resources. This alternative would involve substantial excavation and grading activities that could potentially disturb the subsurface. As with the proposed project, this alternative would require mitigation measures that address the accidental discovery of archaeological resources and/or previously unidentified human remains. Thus, the proposed project and the Lower Density Residential Development Alternative would have similar impacts on cultural resources.

- *Greenhouse Gases*. The Lower Density Residential Development Alternative would decrease the amount of greenhouse gas emissions due to a reduction in traffic volumes compared to the GHG emissions anticipated for the proposed project.

- *Hazards and Hazardous Materials*. Under the Lower Density Residential Development Alternative, future uses could potentially involve the use of hazardous materials though they would reflect those commonly used in a household setting. Nevertheless, under this alternative, on-site remediation (the removal of LBP and/or ACM) would be required. The lower density alternative would result in less quantities of household hazardous waste compared to the proposed project since the alternative would provide fewer units.

- *Land Use and Planning*. The Lower Density Residential Development Alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 43 dwelling units would be constructed at a density of 15-units per acre (the underlying zoning permits between 15-24 dwelling units per acre. This is 15 units less than the proposed project which has a permitted density of 19.9 units per acre, which would permit the construction of 58 units.

- *Noise*. The Lower Density Residential Development Alternative is a sensitive receptor similar to that of the proposed project. In addition, this alternative would lead to the generation of construction noise. However, a smaller project could be constructed more quickly thereby

reducing the amount of construction noise. In addition, the lower density alternative would provide fewer units, which would reduce the amount of noise generated on-site.

- *Population*. Under this Alternative, a total of 43 townhome units would be constructed. This alternative would result in 74 percent of the total units that would be provided by the proposed project. The resulting population would be 140 persons, assuming an average household size 3.26 persons per unit. Therefore, the overall impacts would be less than the current project proposal since fewer units would be provided.

- *Public Services*. This development would result in public service impacts consistent with that envisions for the proposed project as well as the other residential development alternative. Because this alternative is somewhat smaller than the proposed project, the demand driven impacts would be correspondingly less.

- *Transportation*. With development under the Lower Density Residential Development Alternative, an increase in vehicle trips on the surrounding roadway network would occur. However, this increase would not be as great as the projected increase from the proposed project. This alternative would generate approximately 234 average daily trips with 14 AM peak hour trips and 19 PM peak hour trips.

- *Utilities*. The Lower Density Residential Development Alternative would result in an overall impact that is slightly less (74 percent) comparable to that of the proposed project. As indicated previously, the area that would be occupied by the residential development is presently occupied by less demand for wastewater treatment, electricity, gas, and other service systems. Energy-saving measures included as part of the proposed project would also be included in this alternative, where applicable.

6.4.3 HIGHER DENSITY RESIDENTIAL DEVELOPMENT ALTERNATIVE

This alternative would involve the construction of a residential development within the project site. This alternative would require the approval of a Zone Change and General Plan Amendment to change the land use designation for the parcel that is currently designated for industrial uses. Under this development alternative, a total of 70 townhomes would be constructed at a density of 24-units per acre. The potential impacts of this alternative are described below.

- *Aesthetics*. The aesthetic and visible changes under the Higher Density Residential Development Alternative would be greater compared to those anticipated for the proposed project due to the increased number of housing units and the increased density.

- *Air Quality*. The Higher Density Residential Development Alternative would result in new short-term and long-term operational air pollutant emissions. While overall traffic volumes associated with this alternative would be more than the proposed project, it is assumed that the vehicle miles travelled (VMT) would decrease over the proposed project since more units would be provided. It is anticipated that this alternative would have slightly greater air quality impacts as compared to the proposed project.

- *Cultural Resources*. The impacts of the Higher Density Residential Development Alternative would be the same as those envisioned for the proposed project. Both the proposed project and this alternative would potentially unearth significant cultural resources. This alternative would involve substantial excavation and grading activities that will disturb the subsurface. As with the proposed project, this alternative would require mitigation measures that address the accidental discovery of archaeological resources and/or previously unidentified human remains. Thus, the proposed project and the Lower Density Residential Development Alternative would have similar impacts on cultural resources.

- *Greenhouse Gases*. The Higher Density Residential Development Alternative would slightly increase the amount of greenhouse gas emissions due to an increase in vehicle trips over the existing conditions. However, the GHG emissions overall would remain less than significant since they would still be below the GHG threshold established by the SCAQMD.

- *Hazards and Hazardous Materials*. Under the Higher Density Residential Development Alternative, future uses could potentially involve the use of hazardous materials though they would reflect those commonly used in a household setting. Nevertheless, under this alternative, on-site remediation (the removal of LBP and/or ACM) would continue to be required. The Higher Density Residential Development Alternative would slightly increase the amount of household hazardous materials due to the increased amount of households.

- *Land Use and Planning*. Under the Higher Density Residential Development Alternative, a total of 70 single-family units would be constructed at a density of 24-units per acre. Therefore, the Higher Density Residential Development Alternative would have greater impacts compared to those anticipated for the proposed project.

- *Noise*. The Higher Density Residential Development Alternative is a sensitive receptor and the future residents would be exposed to high levels of noise. As a result, the potential noise exposure impacts would be greater under this alternative compared to that of the proposed project. The Higher Density Residential Development Alternative would slightly increase the amount of roadway noise due to the increased amount of vehicles.

- *Population*. Under this Alternative, a total of 70 dwelling units would be constructed. This alternative would result in 12 units more over the number being proposed since this alternative would be built at 24 du/ac. The resulting population would be 228 persons, assuming an average household size 3.26 persons per unit.

- *Public Services*. This development would result in public service impacts consistent with that envisions for the proposed project as well as the other residential development alternative. Because this alternative is somewhat larger compared to the proposed project, the demand driven impacts would be correspondingly greater.

- *Transportation.* With development under the Higher Density Residential Development Alternative, an increase in vehicle trips on the surrounding roadway network would occur. However, this increase would not be as great as the projected increase from the proposed project. This alternative would generate approximately 380 average daily trips with 25 AM peak hour trips and 30 PM peak hour trips.

- *Utilities.* The Higher Density Residential Development Alternative would result in an overall impact that is slightly greater (120 percent) compared to that of the proposed project. As indicated previously, the area that would be occupied by the residential development is presently is occupied by uses that have less demand for wastewater treatment, electricity, gas, and other service systems. Energy-saving measures included as part of the proposed project would also be included in this alternative, where applicable. Overall, the impacts of this alternative would be greater to those of the proposed project.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The No Project Alternative would be environmentally inferior in that the existing blight and environmental conditions would remain unchanged. This would result in potentially greater impacts for a number of issues directly related to the blighted conditions such as impacts to aesthetics and public safety. In addition, *CEQA Guidelines* (Section 15126.6(c)) require that, if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. As provided in Section 15126.6(d) of the *CEQA Guidelines*, the significant effects of each alternative are identified in less detail than the proposed project. A summary comparison of the potential impacts associated with the alternatives and the proposed project is provided in Table 6-1.

Table 6-1
Comparison of Project Alternative Impacts to Project Impacts

No Project Alternative	Lower Density Residential Alternative	Higher Density Residential Alternative
Aesthetic Impacts		
Greater than project impacts	Similar to the project impacts	Similar to the project impacts.
Air Quality Impacts		
Less than project impacts.	Less than the project impacts.	Greater than the project impacts.
Cultural Resources Impacts		
Less than project impacts.	Same as project impacts.	Same as project impacts.
Greenhouse Gas Impacts		
Less than project impacts.	Less than project impacts.	Greater than project impacts
Hazards and Hazardous Materials Impacts		
Greater than project impacts.	Less than project impacts.	Greater than project impacts
Land Use Impacts		

Table 6-1
Comparison of Project Alternative Impacts to Project Impacts

No Project Alternative	Lower Density Residential Alternative	Higher Density Residential Alternative
Less than project impacts.	Same as project impacts.	Same as project impacts.
Noise Impacts		
Less than project impacts.	Less than project impacts	Greater than project impacts.
Population Impacts		
Less than project impacts.	Less than the project impacts.	Greater than the project impacts.
Public Service Impacts		
Less than project impacts.	Less than the project impacts.	Greater than the project impacts.
Transportation and Circulation Impacts		
Less than project impacts.	Less than the project impacts.	Greater than the project impacts.
Utilities Impacts		
Less than project impacts.	Less than the project impacts.	Greater than the project impacts.

Based on the discussion provided in this section of the EIR, the environmentally superior alternative would be the construction of the lower density alternative. The higher density alternative would be the next superior alternative given that the no project alternative would allow for a continuation of the existing lighted conditions for the site. In addition, the higher density alternative would meet more of the project objectives compared to the no project alternative.

SECTION 7. - MITIGATION MONITORING

7. 1. OVERVIEW OF THE PROJECT

The project Applicant is proposing to construct 58 townhome units on a 2.92-acre site located along the east side of Euclid Street. These units will have a total floor area of 88,522 square feet and a maximum height of 35 feet. A total of 181 parking spaces and 20,672 square feet of open space will be provided. Access will be provided by an existing 35-foot wide driveway located along the east side of Euclid Street.

7.2. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

7.3. MITIGATION MEASURES

The following mitigation will be required to ensure that all unwanted light trespass is minimized to the fullest extent:

Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant shall ensure that appropriate light shielding is provided for the parking area lighting as a means to limit glare and light trespass. The site lighting plan must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits to ensure that the proposed project does not become visible throughout the community.

Mitigation Measure No. 2 (Aesthetic Impacts). The Applicant shall prepare an interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting to be submitted for review and approval to the Chief Building Official and Director of Community Development before building permits are issued. A reading of "0" foot candles shall be identified at property lines.

Mitigation Measure No. 3 (Aesthetic Impacts). The Applicant must plant fast growing trees and shrubs along the south side of the project site to minimize light spillover onto the adjacent residential properties. The proposed trees/shrubs shall be identified on the landscape plan to be submitted to the

Director of Community Development for review and approval prior to issuance of any building permits.

The following mitigation is required in order to protect nesting and migratory species:

Mitigation Measure No. 4 (Biological Resources Impacts). If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.

The following mitigation is required due to the potential for disturbance of archaeological resources:

Mitigation Measure No. 5 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

The analysis of impacts indicated that no significant impacts would result from the proposed project's implementation. However, in order to conform to 20 percent reduction in energy consumption outlined in the City's General Plan, the following mitigation measures are to be implemented:

Mitigation Measure No. 6 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar water heaters within all units to the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 7 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar panels for all units to the Chief Building Official for review and approval prior to the issuance of any building permits.

Mitigation Measure No. 8 (Energy Impacts). The project Applicant shall submit to the Chief Building Official for review and approval an Energy Efficient Program that identifies all energy savings measures incorporated into the development project that implements the City's adopted Climate Action Plan that requires a 20% energy savings above Title 24 building code requirements prior to issuance of building permits.

The following mitigation is required and was taken verbatim from the Geotechnical Report:

Mitigation Measure No. 9 (Geology and Soils Impacts). The Applicant must ensure that positive drainage is planned for the site. Drainage must be directed away from structures via non-erodible conduits to suitable disposal areas. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 10 (Geology and Soils Impacts). The Applicant must ensure that concrete slabs on grade will be supported on at least one feet of engineered fill compacted to a minimum of 90 percent relative compaction. Slabs must be at least four inches thick and reinforced with a minimum of No. 4 Rebars 18 inches on center. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 11 (Geology and Soils Impacts). The Applicant must ensure that the underlying soils are kept moist prior to casting the slab. However, if the soils at grade become disturbed during construction, they should be brought to approximately optimum moisture content and rolled to a firm, unyielding condition prior to placing concrete. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 12 (Geology and Soils Impacts). The Applicant must use a vapor barrier consisting of plastic film in areas where a moisture sensitive floor covering will be used. The vapor barrier should be properly lapped and sealed. Since the vapor barrier will prevent moisture from draining from fresh concrete, a better concrete finish could be obtained if at least two inches of wet sand is spread over the vapor barrier prior to placement of concrete. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 13 (Geology and Soils Impacts). All utility line backfills, both interior and exterior, must be compacted to a minimum of 90 percent relative compaction and must require testing at a maximum of two feet vertical intervals. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.

Mitigation Measure No. 14 (Geology and Soils Impacts). Hardscape and slab sub grade areas shall exhibit a minimum of 90 percent relative compaction to a depth of at least one foot. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for

review and approval prior to the issuance of any grading permits.

The preceding analysis concluded that the following mitigation is required with respect to paleontological resources:

Mitigation Measure No. 15 (Geology and Soils Impacts). The applicant/developer must retain a County-certified paleontologist approved by the City to conduct full-time monitoring during all earth-moving activities involving previously undisturbed sediments of the La Habra and San Pedro Formations along with periodic paleontological spot checks within excavation areas mapped as Quaternary alluvium exceeding depths of five feet to determine if older, paleontologically sensitive sediments are present. If paleontological resources are encountered during ground-disturbing activities, work in the immediate vicinity of the resource shall cease until a County-certified paleontologist has assessed the discovery and appropriate treatment is determined and implemented. The selected paleontologist shall be submitted to the Director of Community Development for approval and shall be retained prior to the issuance of any permits for the project. The paleontologist shall submit a final report upon completion of his work noting any findings discovered on site to the Director of Community Development prior to issuance of any Certificate of Occupancy permits.

The preceding analysis concluded that the following mitigation is required with respect to GHG emissions:

Mitigation Measure No. 16 (Greenhouse Gas Impacts). The Applicant shall submit for review and approval a demolition/construction waste recycling plan pursuant to the City's C&D Waste Management Ordinance to the Director of Public Works prior to the issuance of demolition/building permits.

Mitigation Measure No. 17 (Greenhouse Gas Impacts). The Applicant shall have all plumbing fixtures employ Title 24 requirements to be documented on the building plans submitted to the Chief Building Official for approval prior to issuance of building permits.

Mitigation Measure No. 18 (Greenhouse Gas Impacts). The Applicant shall install new landscaping adding to the appearance of the project site and greater facility as a whole, but also conforming to R3-A1 of the City's CAP reduction measures. The improvements shall be shown on the landscape plan to be submitted for review and approved by the Community Development Director prior to issuance of building permits.

Mitigation Measure No. 19 (Greenhouse Gas Impacts). The Applicant shall submit an irrigation plan for the new landscaped areas that employs timers and other equipment that will maximize water conservation. Plans are to be submitted to the Director of Community Development and Director of Public Works for review and approval prior to issuance of building permits.

Mitigation Measure No. 20 (Greenhouse Gas Impacts). The Applicant/operator shall comply with the City's waste reduction and recycling requirements. A Waste and Reduction and Recycling Plan shall be submitted to the Public Works Director for review and approval prior to issuance of a Certificate of Occupancy.

Mitigation Measure No. 21 (Greenhouse Gas Impacts). The Applicant shall design exterior lighting to avoid wasted energy through the elimination of unnecessary lighting. The Exterior Lighting Plan shall be submitted to the Director of Community Development and the Chief Building Official for review and approval prior to issuance of a building permit.

The preceding analysis concluded that the following mitigation is required with respect to ACM and/or LBP:

Mitigation Measure No. 22 (Hazards & Hazardous Materials Impacts). The Applicant shall have ACM and/or LBP be removed from the site prior to any activities which will disturb these materials. Asbestos disturbance and/or removal must be conducted by a California Division of Occupational Safety and Health (DOSH) registered and State licensed asbestos removal contractor. Disturbance and/or abatement operations shall be performed under the direct supervision of a California Certified Asbestos Consultant or Certified Site Surveillance Technician. The California Certified Asbestos Consultant must be approved by the Chief Building Official prior to the issuance of a demolition permit.

The analysis determined that the proposed project will require the following construction noise mitigation:

Mitigation Measure No. 23 (Noise Impacts). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise. Such certification shall be provided to the Chief Building Official for his review and approval prior to the issuance of any permit for the project.

Mitigation Measure No. 24 (Noise Impacts). The Applicant shall place temporary noise barriers to be erected along the site's northern, southern, and western boundaries. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet high with a minimum width of half an inch must be used. These barriers must be identified on the building plans to be reviewed and approved by the Chief Building Official and in place prior to the commencement of demolition and construction activities. The City Inspector must confirm the presence of the barriers prior to the issuance of a demolition permit.

Mitigation Measure No. 25 (Noise Impacts). The applicant shall construct 8-foot-high noise barrier setback 10 feet from the western property line for the three units that occupy frontage along the east side of Euclid Street. The 8-foot-high noise barrier shall consist of a decorative 30-inch-high block wall then extended upward with a plexiglass barrier. The thickness of the plexiglass is to achieve an 8.0dBA reduction. The precise location of the sound barrier shall be detailed on the building plans to be submitted to the Chief Building Official and the Director of Community Development for review and approval prior to issuance of any building permit. The wall must be erected prior to the issuance of a Certificate of Occupancy.

The analysis determined that the proposed project will require the following mitigation:

Mitigation Measure No. 26 (Noise Impacts). The Applicant shall not utilize pile drivers or auger type equipment. A note to this effect shall be placed on the building plans to be submitted to the Chief Building Official for review and approval prior to the issuance of a grading permit.

The analysis determined that the proposed project will require the following mitigation:

Mitigation Measure No. 27 (Public Services Impacts). The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) are identified on the building plans that employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.

Mitigation Measure No. 28 (Public Services Impacts). The Applicant's building and site improvements plans shall conform to the City of La Habra Security Ordinance standards as required by the Police Chief and the Chief Building Official before building permits are issued.

The analysis determined that the proposed project will require the following mitigation with respect to parking and maintaining an adequate line-of-sight at the project's driveway:

Mitigation Measure No. 29 (Transportation Impacts). The Applicant must ensure that the height of shrubs, plants, and other visual obstructions be limited to a maximum height of thirty inches within the street landscape setback area to maintain sufficient corner sight distance of the driveway. A note to this effect shall be placed on the landscape plan and within the CC&R's to be submitted for review and approval by the Community Development Director prior to issuance of building permits.

Mitigation Measure No. 30 (Transportation Impacts). The Applicant must prepare a parking management plan per the Parking Study that was prepared. Conditions to be included within the parking management plan shall include provisions that garages not be used for storage or recreational vehicles, that a yearly inspection be conducted of all unit garages, no street parking permits will be issued to residents of the residential community, no parking be permitted in undesignated parking areas, and that guest parking spaces are only to be used by guests and not residents of the community. This parking management plan must be reviewed and approved by the Community Development Director and made a part of the CC&R's prior to the issuance of building permits.

The analysis determined that the proposed project will require the following mitigation in order to minimize potential impacts to tribal cultural resources:

Mitigation Measure No. 31 (Tribal Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that

the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.

7.4. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 7.1 provided below and on the following pages.

Table 7-1
Mitigation-Monitoring Program

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Aesthetic Impacts). The Applicant shall ensure that appropriate light shielding is provided for the parking area lighting as a means to limit glare and light trespass. The site lighting plan must be submitted to the Chief Building Official for review and approval prior to the issuance of any building permits to ensure that the proposed project does not become visible throughout the community.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of building permits.* ● Mitigation ends at the completion of the project.	Date: Name & Title:
Mitigation Measure No. 2 (Aesthetic Impacts). The Applicant shall prepare an interior parking and street lighting plan and an exterior photometric plan indicating the location, size, and type of existing and proposed lighting to be submitted for review and approval to the Chief Building Official and Director of Community Development before building permits are issued. A reading of "0" foot candles shall be identified at property lines.	Director of Community Development and the Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of building permits.* ● Mitigation ends at the completion of the project.	Date: Name & Title:
Mitigation Measure No. 3 (Aesthetic Impacts). The Applicant must plant fast growing trees and shrubs along the south side of the project site to minimize light spillover onto the adjacent residential properties. The proposed trees/shrubs shall be identified on the landscape plan to be submitted to the Director of Community Development for review and approval prior to issuance of any building permits.	Director of Community Development and the Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of any building permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 4 (Biological Resources Impacts). If clearing and/or construction activities would occur during the raptor or migratory bird nesting season (February 15 to August 15), the Applicant and/or its contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before the construction activities commence. A copy of the report must be provided to the Director of Community Development for review and approval prior to the start of any work on the project site. The qualified biologist shall survey the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. Surveys shall be repeated if project activities are suspended or delayed for more than 15 days during nesting season. If active nest(s) are identified during the preconstruction survey, the biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the biologist. The biologist must be approved by the Community Development Director prior to the issuance of any type of permit for the project.	Director of Community Development ● *(Applicant is responsible for implementation)*	*Prior to the issuance of any permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 5 (Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director. The monitor will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official prior to the issuance of a Certificate of Occupancy.	Community Development Director and the Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of any permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 6 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar water heaters within all units to the Chief Building Official for review and approval prior to the issuance of any building permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 7 (Energy Impacts). The project Applicant must submit building plans that identify installation of solar panels for all units to the Chief Building Official for review and approval prior to the issuance of any building permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 8 (Energy Impacts). The project Applicant shall submit to the Chief Building Official for review and approval an Energy Efficient Program that identifies all energy savings measures incorporated into the development project that implements the City's adopted Climate Action Plan that requires a 20% energy savings above Title 24 building code requirements prior to issuance of building permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 9 (Geology and Soils Impacts). The Applicant must ensure that positive drainage is planned for the site. Drainage must be directed away from structures via non-erodible conduits to suitable disposal areas. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 10 (Geology and Soils Impacts). The Applicant must ensure that concrete slabs on grade will be supported on at least one feet of engineered fill compacted to a minimum of 90 percent relative compaction. Slabs must be at least four inches thick and reinforced with a minimum of No. 4 Rebars 18 inches on center. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 11 (Geology and Soils Impacts). The Applicant must ensure that the underlying soils are kept moist prior to casting the slab. However, if the soils at grade become disturbed during construction, they should be brought to approximately optimum moisture content and rolled to a firm, unyielding condition prior to placing concrete. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits with on-site inspections during the project's grading and construction phases.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 12 (Geology and Soils Impacts). The Applicant must use a vapor barrier consisting of plastic film in areas where a moisture sensitive floor covering will be used. The vapor barrier should be properly lapped and sealed. Since the vapor barrier will prevent moisture from draining from fresh concrete, a better concrete finish could be obtained if at least two inches of wet sand is spread over the vapor barrier prior to placement of concrete. These improvements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits.* ● Mitigation ends at the completion of the design phase.	Date: Name & Title:
Mitigation Measure No. 13 (Geology and Soils Impacts). All utility line backfills, both interior and exterior, must be compacted to a minimum of 90 percent relative compaction and must require testing at a maximum of two feet vertical intervals. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits with on-site inspections during the project's grading and construction phases.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 14 (Geology and Soils Impacts). Hardscape and slab sub grade areas shall exhibit a minimum of 90 percent relative compaction to a depth of at least one foot. These requirements shall be identified on the grading plan to be submitted to the Chief Building Official for review and approval prior to the issuance of any grading permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of grading permits with on-site inspections during the project's grading and construction phases.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 15 (Geology and Soils Impacts). The applicant/developer must retain a County-certified paleontologist approved by the City to conduct full-time monitoring during all earth-moving activities involving previously undisturbed sediments of the La Habra and San Pedro Formations along with periodic paleontological spot checks within excavation areas mapped as Quaternary alluvium exceeding depths of five feet to determine if older, paleontologically sensitive sediments are present. If paleontological resources are encountered during ground-disturbing activities, work in the immediate vicinity of the resource shall cease until a County-certified paleontologist has assessed the discovery and appropriate treatment is determined and implemented. The selected paleontologist shall be submitted to the Director of Community Development for approval and shall be retained prior to the issuance of any permits for the project. The paleontologist shall submit a final report upon completion of his work noting any findings discovered on site to the Director of Community Development prior to issuance of any Certificate of Occupancy permits.	Community Development Director ● *(Applicant is responsible for implementation)*	*Prior to issuance of any permits with on-site inspections during the project's grading and construction phases.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 16 (Greenhouse Gas Impacts). The Applicant shall submit for review and approval a demolition/construction waste recycling plan pursuant to the City's C&D Waste Management Ordinance to the Director of Public Works prior to the issuance of demolition/building permits.	Director of Public Works ● *(Applicant is responsible for implementation)*	*Prior to issuance of demolition/building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 17 (Greenhouse Gas Impacts). The Applicant shall have all plumbing fixtures employ Title 24 requirements to be documented on the building plans submitted to the Chief Building Official for approval prior to issuance of building permits.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 18 (Greenhouse Gas Impacts). The Applicant shall install new landscaping adding to the appearance of the project site and greater facility as a whole, but also conforming to R3-A1 of the City's CAP reduction measures. The improvements shall be shown on the landscape plan to be submitted for review and approved by the Community Development Director prior to issuance of building permits.	Community Development Director ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 19 (Greenhouse Gas Impacts). The Applicant shall submit an irrigation plan for the new landscaped areas that employs timers and other equipment that will maximize water conservation. Plans are to be submitted to the Director of Community Development and Director of Public Works for review and approval prior to issuance of building permits.	Director of Community Development and the Director of Public Works ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 20 (Greenhouse Gas Impacts). The Applicant/operator shall comply with the City's waste reduction and recycling requirements. A Waste and Reduction and Recycling Plan shall be submitted to the Public Works Director for review and approval prior to issuance of a Certificate of Occupancy.	Director of Public Works ● *(Applicant is responsible for implementation)*	*Prior to issuance of a Certificate of Occupancy.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 21 (Greenhouse Gas Impacts). The Applicant shall design exterior lighting to avoid wasted energy through the elimination of unnecessary lighting. The Exterior Lighting Plan shall be submitted to the Director of Community Development and the Chief Building Official for review and approval prior to issuance of a building permit.	Director of Community Development and Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to issuance of a building permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 22 (Hazards & Hazardous Materials Impacts). The Applicant shall have ACM and/or LBP be removed from the site prior to any activities which will disturb these materials. Asbestos disturbance and/or removal must be conducted by a California Division of Occupational Safety and Health (DOSH) registered and State licensed asbestos removal contractor. Disturbance and/or abatement operations shall be performed under the direct supervision of a California Certified Asbestos Consultant or Certified Site Surveillance Technician. The California Certified Asbestos Consultant must be approved by the Chief Building Official prior to the issuance of a demolition permit.	Chief Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a demolition permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 23 (Noise Impacts). The Applicant must ensure that the contractors use construction equipment that includes working mufflers and other sound suppression equipment as a means to reduce machinery noise. Such certification shall be provided to the Chief Building Official for his review and approval prior to the issuance of any permit for the project.	City Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of any permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 24 (Noise Impacts). The Applicant shall place temporary noise barriers to be erected along the site's northern, southern, and western boundaries. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet high with a minimum width of half an inch must be used. These barriers must be identified on the building plans to be reviewed and approved by the Chief Building Official and in place prior to the commencement of demolition and construction activities. The City Inspector must confirm the presence of the barriers prior to the issuance of a demolition permit.	City Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a demolition permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 25 (Noise Impacts). The applicant shall construct 8-foot-high noise barrier setback 10 feet from the western property line for the three units that occupy frontage along the east side of Euclid Street. The 8-foot-high noise barrier shall consist of a decorative 30-inch-high block wall then extended upward with a plexiglass barrier. The thickness of the plexiglass is to achieve an 8.0dBA reduction. The precise location of the sound barrier shall be detailed on the building plans to be submitted to the Chief Building Official and the Director of Community Development for review and approval prior to issuance of any building permit. The wall must be erected prior to the issuance of a Certificate of Occupancy.	City Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of any permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 26 (Noise Impacts). The Applicant shall not utilize pile drivers or auger type equipment. A note to this effect shall be placed on the building plans to be submitted to the Chief Building Official for review and approval prior to the issuance of a grading permit.	City Building Official ● *(Applicant is responsible for implementation)*	*Prior to the issuance of a grading permit.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 27 (Public Services Impacts). The Applicant shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) are identified on the building plans that employ illumination in a manner that meets the approval of the Chief Building Official and Police Chief before Building Permits are issued.	Chief Building Official and the Police Chief ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 28 (Public Services Impacts). The Applicant's building and site improvements plans shall conform to the City of La Habra Security Ordinance standards as required by the Police Chief and the Chief Building Official before building permits are issued.	Chief Building Official and the Police Chief ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation ends when construction is completed.	Date: Name & Title:

Table 7-1
Mitigation-Monitoring Program (continued)

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 29 (Transportation Impacts). The Applicant must ensure that the height of shrubs, plants, and other visual obstructions be limited to a maximum height of thirty inches within the street landscape setback area to maintain sufficient corner sight distance of the driveway. A note to this effect shall be placed on the landscape plan and within the CC&R's to be submitted for review and approval by the Community Development Director prior to issuance of building permits.	Community Development Director ● *(Applicant is responsible for implementation)*	*Prior to issuance of a building permits.* ● Mitigation to continue over the project's operational life.	Date: Name & Title:
Mitigation Measure No. 30 (Transportation Impacts). The Applicant must prepare a parking management plan per the Parking Study that was prepared. Conditions to be included within the parking management plan shall include provisions that garages not be used for storage or recreational vehicles, that a yearly inspection be conducted of all unit garages, no street parking permits will be issued to residents of the residential community, no parking be permitted in undesignated parking areas, and that guest parking spaces are only to be used by guests and not residents of the community. This parking management plan must be reviewed and approved by the Community Development Director and made a part of the CC&R's prior to the issuance of building permits.	Community Development Director ● *(Applicant is responsible for implementation)*	*Prior to issuance of building permits.* ● Mitigation to continue over the project's operational life.	Date: Name & Title:
Mitigation Measure No. 31 (Tribal Cultural Resources Impacts). The project Applicant will be required to obtain the services of a qualified Native American Monitor during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor must be approved by the tribal representatives and the City's Community Development Director and will be present on-site during the grading and construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archeological resources. Documentation that the required monitoring has been completed shall be provided to the Chief Building Official.	Community Development Director and the Chief Building Official ● *(Applicant is responsible for implementation)*	*During the project's grading and construction phases.* ● Mitigation ends when construction is completed.	Date: Name & Title:

SECTION 8. - REFERENCES

8.1 PREPARERS

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8.2 REFERENCES

Documents may be viewed at the City of La Habra Department of Community Development, 110 East La Habra Boulevard, La Habra, California 90631. *Please note the references consulted as part of the Draft EIR's preparation are identified using footnotes. The URLs are identified for those online sources while the printed sources are maintained in a repository at the Community Development in City Hall.*

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