

CITY OF ROLLING HILLS ESTATES

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF ROLLING HILLS ESTATES
4045 PALOS VERDES DRIVE NORTH
ROLLING HILLS ESTATES, CA 90274

Prepared by:



3900 KILROY AIRPORT WAY, SUITE 120
LONG BEACH, CA 90806

OCTOBER 2014

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CITY OF ROLLING HILLS ESTATES INITIAL STUDY, ENVIRONMENTAL CHECKLIST

- 1. Project Title:** 5883 Crest Road Project
- 2. Lead Agency Name and Address:** City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills Estates, CA 90274
- 3. Contact Person and Phone Number:** Niki Wetzel, AICP, Principal Planner
(310) 377-1577
- 4. Project Location:** 5883 Crest Road (northeast corner of
Highridge Road)
Assessor's Parcel No. 7575-003-095
Rolling Hills Estates, Los Angeles
County, CA
- (See Figures 1, 2, and 3: Regional Vicinity,
Project Location, and Aerial Photograph of the
Site, as well as 8, Description of Project, for
additional details.)
- 5. Project Sponsor's Name and Address:** Judy Chai
P.O. Box 2843
Palos Verdes, CA 90274
- 6. General Plan Designation:** Neighborhood Commercial (Planning Area 7)
and within the Cultural Resources Overlay Zone
- 7. Zoning:** C-L (Commercial Limited)
- 8. Description of Project:**

Project Location

The project site is located at 5883 Crest Road in Rolling Hills Estates, Los Angeles County, California. The project site is bounded by Crest Road on the south, the Seaview Villas condominiums on the north and east, and Highridge Road on the west. The project site is located on the Redondo Beach, California, 7.5-minute US Geological Survey (USGS) topographic quadrangle. The site was formerly developed with a gasoline service station (1966–1971) and a commercial plant nursery (1972–2003) that have since been removed. See Figures 1 and 2, which illustrate the regional orientation of Rolling Hills Estates and the project location, respectively.

Project Characteristics

The proposed project consists of the construction of four two-story, detached homes with a shared driveway, which connects to Highridge Road. The proposed homes would be four-bedroom/four-bath units, approximately 3,295 square feet in floor area (2,880 livable square feet plus 415 square feet of garage space). All units would have a two-car garage and one additional

guest parking space for a total of 12 off-street parking spaces. The lot size is 0.51-acre (22,366 square feet), with proposed total lot coverage of 33 percent. Each dwelling unit will have a fenced rear yard and side yard. The project will have a landscaped front yard fronting Highridge Road. Sidewalks, curbs, and gutters will be improved where needed according to City standards.

Minimal grading would be required. The proposed project will involve grading to lower the site for the purpose of minimizing the roof height by up to 3 feet. Additionally, backfilling the slope on the eastern side of the site to create side yards for two of the homes is proposed. The proposed cuts would remove approximately 1,150 cubic yards of material, of which approximately 650 cubic yards will be used in backfilling. A total of 500 cubic yards of fill would be exported off-site.

Requested Discretionary Approvals

The proposed project requires the following City discretionary actions:

City Discretionary Actions	
Decision-Making Body	Action Required
Planning Commission (advisory) and City Council	<ul style="list-style-type: none"> • Grading Application • Zone Text Amendment for development standards for lot size in the RPD zone • Minor deviation for lot coverage • Tentative Parcel Map for a one-lot subdivision • Conditional Use Permit (CUP) for a Residential Planned Development • General Plan Amendment to change the land use designation from Neighborhood Commercial to Residential Planned Development (RPD) in the High Density Residential category • Zone Change from Commercial Limited (CL) to Residential Planned Development (RPD) • Neighborhood Compatibility Determination for the construction of four single-family homes

9. Surrounding land uses and setting:

Rolling Hills Estates lies in the southwest portion of Los Angeles County on the Palos Verdes Peninsula. The peninsula consists of rolling hills surrounded by the Pacific Ocean on three sides (the south, east, and west) and the Los Angeles Basin to the north. The project site is in the southwestern portion of the city in General Plan Planning Area 7.

The surrounding area is currently fully developed. Figure 3 is an aerial photograph of the project site. Figure 4 shows the proposed site plan for the project. Figures 5a and 5b provide photographs of the site.

The surrounding area includes the Seaview Villas, a two-story condominium community, to the north and east of the project site. South of the site is Crest Road and the Sea Crest single-family subdivision beyond. West of the site is Highridge Road and The Ranch single-family subdivision.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

This document covers all approvals by government agencies that may be needed to construct, implement, or operate the project. At this time, no discretionary approvals are known to be required for the project by any public agencies other than the City of Rolling Hills Estates (lead agency).

11. References

The documents listed below are incorporated into this document by reference and are available for review in the Planning Department of the City of Rolling Hills Estates, which is located in City Hall, 4045 Palos Verdes Drive North, Rolling Hills Estates, CA 90274, or as shown in the reference.

- CalRecycle (California Department of Resources Recycling and Recovery). 2012. *Jurisdiction Disposal by Facility*. Accessed August 27, 2014.
<http://www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx>.
- CEMA (California Emergency Management Agency). 2014. Hazard Mitigation web portal.
<http://myplan.calema.ca.gov/>.
- CGS (California Geological Survey). 2006. *Seismic Hazards Zone Map, Redondo Beach Quadrangle*. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>.
- CGS. 2008. *Earthquake Shaking Potential for California*.
http://www.consrv.ca.gov/cgs/information/publications/ms/Documents/MS48_revised.pdf.
- CWSC (California Water Services Company). 2013. *Water Conservation Reports – Palos Verde District*. https://www.calwater.com/docs/conservation/update/2013/2013_update-pv.pdf.
- DOF (California Department of Finance). 2014. *Table E-5 City/County Population and Housing Estimates, 1/1/2014*. <http://www.dof.ca.gov/research/demographic/>.
- DTSC (California Department of Toxic Substances Control). 2014. Envirostor database.
<http://www.envirostor.dtsc.ca.gov/public/>.
- FEMA (Federal Emergency Management Agency). 2008. Flood Insurance Rate Map (FIRM) No. 06037C1920F.
- FTA (Federal Transit Administration). 2006. *Transit Noise and Vibration Impact Assessment*.
- Hamilton & Associates. 2014a. *Geotechnical Engineering Update Report*. Project No. 14-1817-1.
- Hamilton & Associates. 2014b. *Percolation Testing*. Project No. 14-1817.
- Institute of Transportation Engineers. 2008. *Trip Generation Handbook*, 8th ed.
<http://www.ite.org/tripgeneration/trippubs.asp>.
- Partner. 2014. *Phase I Environmental Site Assessment Report, 5883 Crest Road*. Partner Project No. 14-119932.1.
- Rolling Hills Estates, City of. 1992. *General Plan*. <http://www.ci.rolling-hills-estates.ca.us/index.aspx?page=128>.
- Rolling Hills Estates, City of. 2014. *City Parks, Facilities, & Trails*. Accessed August 25, 2014.
<http://www.ci.rolling-hills-estates.ca.us/index.aspx?page=109>.
- Rolling Hills Estates, City of. n.d. *Rolling Hills Estates Municipal Code*.
<https://library.municode.com/index.aspx?clientId=16587>.
- SCAG (Southern California Association of Governments). 1994. *Regional Comprehensive Plan and Guide – Growth Management Chapter*.

SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.

SCAQMD. 2008. Final Localized Significance Threshold Methodology.
<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds#appc>.

SCAQMD. 2009. Localized Significance Threshold Appendix C – Mass Rate LST Look-Up Tables. <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

SCAQMD. 2012. *2012 Air Quality Management Plan*.
<http://www.aqmd.gov/aqmp/2012aqmp/index.htm>.

SWRCB (State Water Resources Control Board). 2014. GeoTracker Database.
<http://geotracker.waterboards.ca.gov/>.

WRD (Water Replenishment District of Southern California). 2014. Interactive Well Search. Accessed August 29, 2014. <http://gis.wrd.org/wrdmap/index.asp>.

12. Appendices

A. Air Quality and Greenhouse Gas Model Output

REPORT PREPARERS

The following consulting firm assisted the City of Rolling Hills Estates in the preparation of this Initial Study:

PMC
3900 Kilroy Airport Way, Suite 120
Long Beach, CA 90806



Source: City of Rolling Hills Estates (2014); ESRI.

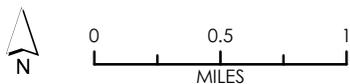


Figure 1
Regional Vicinity



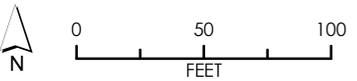
Figure 2
Project Location



Legend

-  Project Site
-  Rolling Hills Estates City Limit

Source: City of Rolling Hills Estates (2014); ESRI.





Project site from southwest corner of property



Project site from south property line



Project site from Crest Road looking north



Project site from corner of Crest Road and Highridge Road looking northeast



Project site from Highridge Road looking east



Project site from Highridge Road looking southeast

Figure 5b
Project Site

INITIAL STUDY CHECKLIST

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Niki Wetzel
Signature

10/8/14
Date

Niki Wetzel
Printed Name

City of Rolling Hills Estates
For

EVALUATION OF ENVIRONMENTAL IMPACTS

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

ENVIRONMENTAL CHECKLIST

I <u>LAND USE AND PLANNING</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Propose a use not currently permitted by the General Plan Use Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Propose a use not currently permitted by the Zoning Ordinance and Zoning Map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in an increase in density beyond that permitted in the General Plan and Zoning Ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have an architectural style or use building materials that are substantially inconsistent with neighborhood compatibility requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Propose a use which is incompatible with surrounding land uses because of the difference in the physical scale of development, noise levels, light and glare, and traffic levels or hours of operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Detract substantially from the rural character, as defined in the Rolling Hills Estates General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

I(a) **No Impact.** The proposed project is a vacant commercial lot surrounded by residential uses. New construction proposed as a part of the project would be similar in use and scale to the surrounding uses. The location and design of the proposed project would not divide an established community and would cause no related impacts.

I(b, c) **Less Than Significant Impact.** The project site is located in General Plan Planning Area 7. The project site is currently designated Neighborhood Commercial in the City's General Plan. The project proposes a General Plan land use designation of Residential Planned Development (RPD) in the High Density Residential category, which allows up to 8 units per acre. This is the General Plan designation of the Seaview Villas townhomes immediately adjacent to the site on the north and east. All proposed uses for the project would be consistent with the allowed uses in this new designation.

Additionally, the following overlay zone is identified for the project site:

Cultural Resources Overlay – This designation applies to a portion of the city where archaeological resources are known or suspected to exist. The Conservation Element details appropriate actions that must be followed when property is included in this designation. All areas designated as having a high sensitivity in the Conservation Element are included within the Cultural Resources Overlay.

The project is inconsistent with the existing General Plan land use designation for the site. The project proposes four single-family units on approximately half an acre. This density would be equal to approximately 8 units per acre. The City Council's approval of the project would result in a General Plan land use designation change to

Residential Planned Development in the High Density Residential category, which allows a residential density of up to 8 dwelling units per acre. Given the project's consistency with the surrounding uses, the proposed deviation from and change to the General Plan land use designation would not be a significant environmental impact.

- I(d, e) **Less Than Significant Impact.** The project site is located in General Plan Planning Area 7. The project site is currently zoned Commercial Limited (C-L). The project proposes a zoning change to Residential Planned Development (RPD).

Density for the RPD zoning district is defined by Municipal Code Section 17.18.040(2) (Residential Planned Development), which specifies the total number of units permitted to be based on the density assigned in the Land Use Element of the General Plan, or 8 units per acre. The proposed project would be consistent with this density, as it proposes four dwelling units within the half-acre site. All proposed uses for the project would be consistent with the allowed uses in this new zoning district.

Currently, the project is inconsistent with the C-L zoning district for the site. The City Council's approval of the project would result in a zone change to RPD, which would provide consistency between the zoning district and proposed uses for the site. Given the project's consistency with the surrounding uses, the proposed change to the City's Zoning Map would not be a significant environmental impact.

- I(f, g) **Less Than Significant Impact.** Municipal Code Chapter 17.62 (Neighborhood Compatibility) provides standards and guidelines for neighborhood compatibility for new residential construction projects in the city. The proposed project would be required to undergo the City's review process, which includes a determination as to the project's neighborhood compatibility.

The project is for the development of residential uses in an area developed primarily as residential. The proposed project would not be inconsistent with surrounding uses. Therefore, the proposed project does not propose a use that is incompatible with surrounding land uses, and the project would cause no related significant impacts. See also subsections VI (Noise), III (Aesthetics), and IV (Transportation/Traffic) for detailed analysis of the project's noise, light and glare, and traffic impacts.

- I(h) **Less Than Significant Impact.** The project proposes development of residential uses in an area developed primarily as residential. The project would be required to be consistent with the land use densities established in the General Plan and Zoning Ordinance, which define the "rural character" in the city. The proposed development of the property for single-family uses in this residential area of the city would not detract from the city's rural character.

- I(i) **No Impact.** The proposed project is not located in an area that is subject to a habitat conservation plan or natural community conservation plan.

II <u>RECREATION & OPEN SPACE</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of any City-designated areas for hiking or horse or bicycle riding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Reduce the ratio of parkland in the city to below 6.7 acres per 1,000 residents as designated in the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the open space would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Individually or cumulatively considered result in a loss of any (i) existing parkland, (ii) open space, as defined by the Rolling Hills Estates General Plan, (iii) private or public recreational facilities as defined by the Rolling Hills Estates General Plan for recreational purposes and/or (iv) the replacement of privately owned public recreational facility as defined by the General Plan with non-recreational facilities as defined in the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

II(a–d) **Less Than Significant Impact.** The proposed project would create four new single-family homes on a currently vacant lot. While the project would include the construction of four new buildings, these uses would not result in the removal or alteration of an existing recreational facility or substantially increase the demand for recreational facilities. The proposed project would not result in the loss of any existing hiking trails, horse or bicycle riding facilities, parkland, open space, or other public or private recreational facilities.

The City of Rolling Hills Estates owns and operates eight public parks, the George F. Canyon Nature Preserve, equestrian and bicycle trails, and a community center. In addition, the City owns and operates the approximately 7-acre Peter Weber Equestrian Center, consisting of fee-based municipal stables and boarding facilities. The 28-acre Chandler Preserve is also located in the city and owned and operated by the Palos Verdes Land Conservancy. The city parks (improved and unimproved) and George F. Canyon Nature Preserve comprise a total area of 115.5 acres. The city has more than 20 miles of bridle trails and 10 miles of bicycle paths maintained for the recreational enjoyment of the community (Rolling Hills Estates 2014).

The city contains a resident population of 8,184, based on California Department of Finance (DOF) data for the year 2014. This population is served by the 79.5 acres of existing parkland, which equates to a ratio of 9.8 acres of parkland per 1,000 residents. This figure meets and exceeds City policy to increase the ratio of open space within the city beyond 6.7 acres for every 1,000 residents. Development of the project would increase the number of housing units in the city by four. Based on the current average household size in the city of 2.76 persons per unit, the project would increase the number of residents by 11. This increase would not decrease the parks per resident ratio below the City standard, nor would this small number of persons increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the open space would occur or be accelerated. Further, the project would be required to pay Parks and Recreational fees for single-family construction pursuant to Ordinance No. 647 and Resolution No. 2176.

III <u>AESTHETICS</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Not meet the Rolling Hills Estates development standards or neighborhood compatibility standards in a substantial manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (i.e., development standards, design guidelines, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Include new electrical service box and utilities lines above ground?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located within a view corridor and include unscreened outdoor uses or equipment inconsistent with the rural character, as defined by the City of Rolling Hills Estates General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon, or (iii) hillside area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Obstruct the public's view of (i) scenic resources or (ii) a scenic corridor or (iii) vista as identified (on a case-by-case basis)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color, or landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Be located along a City-designated scenic or view corridor and contrast with the surrounding development and/or scenic resources due to the project's height, mass, bulk, grading, signs, setback, color, or landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantially: (i) remove natural features, or (ii) add man-made features, or (iii) structures which degrade the visual intactness and unity of the scenic corridor or vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area that will exceed the standards established in the Municipal Code, illuminate areas outside the project boundary, and use excessive reflective building material?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) Include roadway improvements that will result in a substantial decrease of open space or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
l) Include roadway improvements that are not consistent with the surrounding landscape?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
m) Result in the installation of a traffic signal that is not justified by signal warrants or documented roadway hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
n) Result in the installation of a traffic signal in a residential neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

III(a, b) **Less Than Significant Impact.** The project proposes the construction of four single-family residences. The project, as proposed, is designed aesthetically to agree with the surrounding development. For example, the project site would be designed with a low-profile roofline to be compatible with the surrounding residential development. The proposed project must be designed to meet the City's development standards, including Neighborhood Compatibility, Zoning Ordinance, and General Plan.

Municipal Code Chapter 17.62, Neighborhood Compatibility, sets performance standards, requiring new construction to be "compatible" with surrounding neighborhoods in scale (bulk and mass) and style (façade details and appurtenances, materials and colors, roof pitch, etc.). Further, construction must not be "overbuilt" in appearance, preserving open space and visual penetration between adjacent structures, and avoiding

a monolithic appearance. The Neighborhood Compatibility Ordinance sets forth six principal objectives for new residential construction, which are identified in **Table III-1**. In addition, **Table III-1** evaluates the design of the proposed units for consistency with these six objectives. As shown in **Table III-1**, the design of the proposed project and the proposed conceptual architectural plans comply with the City's Neighborhood Compatibility Ordinance. Therefore, the project's aesthetic impacts related to consistency with development standards and other plans, policies, and regulations are less than significant.

Table III-1 Neighborhood Compatibility Analysis	
1. Natural Amenities Improvements to residential property shall respect and preserve to the greatest extent possible existing topography, landscaping, and natural features.	This criterion has been met since the project site is a largely flat and denuded lot with minimal grading proposed. No notable natural amenities exist on-site. In addition, landscaping is proposed along both the Crest Road and Highridge Road frontages.
2. Neighborhood Character Proposals shall be compatible with the existing neighborhood character in terms of scale of development, architectural style and materials.	<p>The proposed development is surrounded by the Seaview Villas townhomes on the north and east sides and by single-family residential uses to the south and west across Crest Road and Highridge Road, respectively. Architecturally, the Seaview Villas townhomes express Mission Revival and Spanish Colonial Revival elements including red, mission-tiled roofs, exposed rafter tails, and white stucco elevations. Mediterranean architectural styles also dominate the neighborhood to the south across Crest Road in Rancho Palos Verdes. The homes to the west, across Highridge Road, are in a gated community that is largely screened from view from Highridge Road. This community contains homes designed in California Ranch and Mediterranean styles.</p> <p>The proposed new residential units would be reasonably consistent with the architectural themes, scale, and development density in the surrounding neighborhoods. The architectural style of the proposed homes is California Monterey with design elements that include exposed rafter tails on eaves, flat terra cotta tile roofs, painted wood trellises, stucco elevations, low-pitched roofs with gables, and recessed and pop-out window treatments. These design elements would be consistent with, while proving variety from, the adjacent Mediterranean and Ranch styles.</p> <p>In terms of scale, the project site is in a transition area between multi-family residential uses and single-family residential neighborhoods. The proposed garden-court-style development, with detached homes surrounding a central driveway, is appropriate for this transitional area. The height and mass of the proposed homes are also in context with the surrounding uses. The proposed homes would be two stories and would be 3,295 square feet in floor area (2,880 livable square feet plus 415 square feet of garage space). The Seaview Villas are two-story townhomes, with floor areas for each unit ranging from approximately 1,800 to 2,200 square feet; most buildings contain four or more units. The single-family homes across Crest and Highridge roads are one- and two-story structures with floor areas ranging from approximately 2,000 to more than 4,000 square feet. The proposed homes are consistent with the scale of the surrounding residential structures both in terms of height and square footage.</p> <p>In conclusion, the Neighborhood Character criterion has been met since the proposed residences would have a scale of development and architectural style that would appear to be in character with the other residences in the area.</p>
3. Scale Designs should minimize the appearance of overbuilt property to both public and private view. The square footage of the residence and total lot coverage should reflect the rural character of the City and neighborhood.	This criterion has been met since the proposed residences incorporate design elements that help to minimize the massing of the structure, such as setting the finished floor below existing grade, low-pitched roofs with gables, and elements that break up the façade including trellises, balconies, pop-out features, and inset fenestration. In addition to these design elements, the proposed California Monterey architectural style would provide a complementing variation from the adjacent Seaview Villas townhomes, which feature Mission Revival and Spanish Colonial Revival architectural features.
5. Privacy Proposals shall maintain an adequate separation between the proposed structures and adjacent property lines. In addition, proposed balconies, decks and windows shall respect the existing privacy of surrounding properties.	This criterion has been met because the existing property line walls and vegetation buffer are proposed to be maintained along the shared property lines with the Seaview Villas townhomes. Residences to the west, across Highridge Road, would be separated from the proposed homes by a landscaped meandering sidewalk in addition to the roadway itself. Similarly, the residences to the south, across Crest Road, would be separated by a landscaped median in addition to the roadway itself and by changes in elevation.
6. Views Designs should respect existing neighboring views.	This criterion has been met because views from the upslope surrounding areas (primarily the Seaview Villas) are currently obstructed by vegetation along the property line. Furthermore, the proposed homes have been designed with a low-profile roof line and would be slightly depressed below existing grade to reduce roof elevations.

- III(c) **No Impact.** All new construction on the project site would be required to connect to existing utilities. No new aboveground utility lines or service boxes would be installed with this project.
- III(d, h, i) **No Impact.** The project site is not located on a designated scenic corridor. The nearest scenic corridor is Hawthorne Boulevard located approximately 1 mile west of the project site.
- III(e) **No Impact.** The proposed project will not result in the loss of any Environmentally Sensitive Areas, undeveloped canyons, or hillside areas. The project site is located in a fully developed area surrounded by residential uses. There are no natural features on the site that would be removed as a result of project. The site is not located in an Environmentally Sensitive Area, as the project site is a small (half acre in size) flat lot surrounded by suburban uses. Therefore, the proposed project would have no impacts related to the loss of an Environmentally Sensitive Area, natural undeveloped canyon, or hillside area.
- III(f, g) **Less Than Significant Impact.** There are no scenic resources on the site or in the immediate vicinity. The site is a vacant suburban lot located in an area fully developed with residential uses. All construction proposed for the project is compatible with existing residential uses surrounding the project site in terms of height, scale, and mass.

Similarly, the project would not substantially obstruct any distant views. The site is downslope from residential uses to the north and east. At certain south-facing vantage points upslope from the project site, the Pacific Ocean is visible in the distance, with homes and other suburban uses dominating the foreground in such views. However, the Pacific Ocean is not visible from the roadway segments adjacent to the site or from any other public vantage points in the immediate vicinity; see the photographs of the site in Figures 5a and 5b, which include view poles to depict the height and mass of the proposed homes.

The proposed homes would be visible from vantage points upslope from the project site. However, given the distance from the site to vantage points with views of the Pacific Ocean in the background, from these vantage points the project would appear as additional residential structures in a suburban setting and would not substantially detract from the distant views to the Pacific Ocean in the backdrop. Furthermore, the project is designed to lower the roofline in order to minimize view obstructions from the adjacent residences, and the proposed structures would be subject to the City's height restrictions. Given the limited public views from the project area, the distance from the project site to vantage points with views of the Pacific Ocean, the project's size and scale in context with the surrounding suburban properties, and the absence of scenic resources on the site, the project's impact on views, vistas, and scenic resources is less than significant.

- III(j) **Less Than Significant Impact With Mitigation Incorporated.** The project site is currently separated from residential uses to the north and east by hedges and topography, to the west by Highridge Road, and to the south by Crest Road.

However, lighting for the proposed new buildings has not been determined at this time. Section 17.42.030 of the Rolling Hills Estates Municipal Code requires any lighting on the property to be directed only onto the property itself and prohibits light from illuminating other properties. Also, any indirect illumination of neighboring properties is not permitted to exceed 0.4 foot-candle at the property line for all adjoining properties. Mitigation Measure AES-1 ensures compliance with the lighting standards in the City's Municipal

Code (Chapter 17.42). With this mitigation, the proposed project would not create a substantial source of light or glare. Any related impacts are less than significant.

Mitigation Measure AES-1: Prior to the issuance of a building permit for the proposed project, a lighting plan showing conformance with Chapter 17.42 of the Rolling Hills Estates Municipal Code shall be reviewed and approved by the Planning Director.

Timing/Implementation: Prior to the issuance of building permits

Monitoring/Enforcement: City of Rolling Hills Estates Planning Department

- III(k, l) **No Impact.** The proposed project does not include any roadway improvements. Development of the project would include the relocation of the project's driveway entrance and removal/reconstruction of the existing entrances. All entrance improvements, including curbs, gutters, and sidewalks, would be designed to City standards.
- III(m, n) **No Impact.** The project does not include the installation of a traffic signal, and the proposed improvements to the site are not anticipated to trigger any traffic warrants.

IV <u>TRANSPORTATION/TRAFFIC</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Itself, or when cumulatively considered result in a traffic impact. A change in level of service (LOS) from C to D or D to E is a traffic impact. Within LOS C or D, a change in ICU value greater than 0.02 is an impact and within LOS E or F a change in ICU greater than 0.01 is an impact. For unsignalized intersections, an impact occurs when the addition of project traffic increases the level of service to an unacceptable level (less than LOS C)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Trigger one or more signal warrants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Include design features, uses, or traffic volumes that may cause traffic hazards such as sharp curves, tight turning radii from streets, limited roadway visibility, short merging lanes, uneven road grades, pedestrian, bicycle or equestrian safety concerns, or any other conditions determined by the City Traffic Engineer to be a hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in additional access points on arterial streets as defined by the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a residential project that will result in a secondary access point?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create one or more access points on a roadway that is not the primary frontage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Create a flag lot adjacent to an arterial street, as defined by the General Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in inadequate parking capacity as determined by the City in evaluating the reasonably foreseeable demands of the specific project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

- IV(a) **Less Than Significant Impact.** The project proposes the development of four single-family residences. According to the Institute of Transportation Engineers (2008) Trip Generation Handbook, 8th edition, the development of four single-family residential units would result in 38 daily vehicle trips, including three AM peak-hour trips and four PM peak-hour trips. This additional traffic would not result in an increase beyond the LOS thresholds.
- IV(b) **Less Than Significant Impact.** The number of project-induced vehicle trips does not require a signal warrant analysis for any unsignalized intersections within the project impacted area.
- IV(c) **No Impact.** The proposed project does not include the development of streets. All surrounding roadways would remain as is. The project's driveway has been reviewed by the City's Traffic Engineer and been determined adequate in terms of turning radii, site distance, grades, and other traffic safety considerations. Therefore, the proposed project would have no impact related to traffic hazards.
- IV(d) **No Impact.** The proposed project would include the development of a driveway connecting to Highridge Road. Highridge Road is identified as a secondary collector roadway in the Rolling Hills Estates General Plan (Rolling Hills Estates 1992, Exhibit 3-1).

- IV(e) **No Impact.** The project would add only one access point to serve the project. The project would not add any new residential access points to neighboring communities.
- IV(f) **No Impact.** The proposed project's only access point is on Highridge Road, which is the primary road fronting the project.
- IV(g) **No Impact.** The site is not a flag lot.
- IV(h) **Less Than Significant Impact.** Zoning Ordinance Section 17.06.440(A) requires two parking spaces within a garage for every dwelling unit. The proposed project includes the development of three parking spaces per dwelling unit, two within a garage and one guest space.
- IV(i) **Less Than Significant Impact.** It is anticipated that the existing transit service in the project area will adequately accommodate the increase in project-generated transit trips. This assumption is based on the small number of anticipated future project residents (11). The project is not of a size that would increase the ridership of the existing transit service substantially. Therefore, the project would not conflict with any alternative transportation plans, policies, or programs.

V AIR QUALITY	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
a) Fail to meet the applicable state and federal air quality plan (i) because the project may cause or contribute to emission of identified air pollutants in excess of levels stated in the plan or (ii) where it may fail to implement a remedial or mitigation measure required under the appropriate plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Results in emission of identified pollutants in excess of the pounds per day or tons per quarter standards established by SCAQMD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause a cumulatively considerable net increase of any criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality regulations (including releasing emissions which exceed quantitative thresholds for ozone precursors) where the incremental effect of the project emissions, considered together with past, present, and reasonably anticipated future project emissions, increase the level of any criteria pollutant above the existing ambient levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create objectionable odors affecting a substantial number of people because the project may cause an odiferous emission, including emissions resulting from vehicles, that is noxious, putrid, having an appreciable chemical smell, or having an appreciable smell of human or animal waste, rendering, or by-products?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

V(a) **Less Than Significant Impact.** Rolling Hills Estates is in the South Coast Air Basin (SCAB), which is bounded by the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east and by the Pacific Ocean to the south and west. The air quality in the SCAB is managed by the South Coast Air Quality Management District (SCAQMD). The SCAB has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The air quality in the SCAB does not meet the ambient air quality standards for ozone, coarse particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead and is therefore classified as a nonattainment area for these pollutants. The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of the air pollutants for which the basin is in nonattainment.

In order to reduce emissions for which the SCAB is in nonattainment, the SCAQMD has adopted the 2012 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2012 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2012 Regional

Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. (SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.)

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

The violations to which Consistency Criterion No. 1 refers are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue b) below, the project would not exceed the SCAQMD's short-term construction thresholds or long-term operational thresholds and thus would not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

In regard to Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The proposed project would not result in exceedance of the population or job growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, no significant impact would occur, as the project is consistent with both criteria.

V(b)

Less Than Significant Impact. As discussed above, the project site and the city are located in the SCAB, which is considered in nonattainment for certain criteria pollutants. Because the project would involve grading and other construction activities, as well as result in more intensive uses of the project site, it would contribute to regional and localized pollutant emissions during construction (short term) and project occupancy (long term). The project's potential impacts from construction and operation in violating any air quality standard or contributing to an existing or project air quality violation have been evaluated below.

Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]), PM₁₀, and PM_{2.5}. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading and excavation, road paving, motor vehicle exhaust associated with construction

equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Based on project construction information provided by the applicant, construction activities associated with the proposed project are estimated to last approximately 15 months starting in July 2015. Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Modeling was based primarily on the default settings in the computer program for projects in the SCAB region. Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table V-1**.

Construction Activities	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Construction of Proposed Project	5.79	42.27	26.71	0.04	3.71	3.07
SCAQMD Potentially Significant Impact Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to Appendix A for model data outputs.

As shown, all criteria pollutant emissions would remain below their respective thresholds and therefore would represent a less than significant impact.

Localized Construction Significance Analysis

As part of the SCAQMD’s environmental justice program, attention has been focused on localized effects of air quality from construction activities. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts during construction (SCAQMD 2008). LSTs represent the maximum emissions from a project that will not cause or substantially contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The project site is located in SRA 4.

The pollutant emissions analyzed under the LST methodology are nitrogen dioxide (NO₂), CO, PM₁₀, and PM_{2.5}. LSTs for NO₂ and CO are derived by adding the incremental emission impacts from the project activity to the peak background NO₂ and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. The most stringent standard for NO₂ is the 1-hour state standard of 18 parts per hundred million and for CO is the 1-hour and 8-hour state standards of 9 parts per million (ppm) and 20 ppm, respectively. For PM₁₀ and PM_{2.5}, the localized significance thresholds are derived using an air quality dispersion model to reverse-calculate the emissions that would be necessary to worsen an existing violation in the specific source receptor area, using the allowable change in concentration thresholds approved by the SCAQMD. For both PM₁₀ and PM_{2.5}, the approved 24-hour

concentration thresholds for construction are 10.4 µg/m³ (µg/m³ = microgram per cubic meter).

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to LST methodology, since they do not contribute to isolated local concentrations of air pollution. The SCAQMD has provided LST lookup tables (i.e., screening thresholds) and sample construction scenarios to allow users to readily determine whether the daily emissions for proposed construction activities could result in significant localized air quality impacts. The LST screening thresholds are estimated for each source receptor area using the maximum daily disturbed area (in acres) and the distance from the project to the nearest sensitive receptors (in meters). Sensitive receptors in the project vicinity include residences north and east of the project site. The closest sensitive receptor is approximately 16 meters east of the project’s eastern boundary. The closest receptor distance on the LST look-up tables is 25 meters. According to the LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use screening thresholds for receptors located at 25 meters. LST screening thresholds for a 1-acre site (smaller acreages are not listed) are applicable to the proposed project. **Table V-2** compares the project’s on-site construction emissions to the applicable LST screening threshold.

Table V-2 Uncontrolled Construction Local Significance Threshold Impacts – Pounds per Day				
Emissions Source	Nitrogen Oxide¹	Carbon Monoxide¹	PM₁₀²	PM_{2.5}²
Demolition Emissions (no demolition required)	0	0	0	0
Site Preparation Emissions	14.3	7.8	1.0	0.8
Grading Emissions	12.0	9.6	1.7	1.3
Building Construction Emissions	14.3	8.4	1.0	0.9
Arch Coating and Paving Emissions	14.2	10.7	1.1	1.0
LST Screening Threshold (1-acre plus construction site, receptors within 25 meters) ¹	57	585	4	3
Significant Emissions?	No	No	No	No

Source: SCAQMD 2009

Notes: 1. Thresholds for construction and operation

2. Thresholds for construction only

Table V-2 shows that the emissions of pollutants on the peak day of construction would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, a less than significant impact would occur concerning localized significance thresholds during construction activities.

Operational Emissions

Project operation-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings, would also contribute to overall increases in emissions.

Long-term operational emissions attributable to the proposed project are summarized in **Table V-3**.

Table V-3 Long-Term Operational Emissions – Pounds per Day						
Source	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Proposed Project – Summer Emissions						
Area Source	0.18	0.00	0.34	0.00	0.00	0.00
Energy Use	0.00	0.03	0.01	0.00	0.00	0.00
Mobile Source	0.16	0.46	1.90	0.00	0.30	0.08
Total	0.34	0.49	2.24	0.00	0.30	0.09
Proposed Project – Winter Emissions						
Area Source	0.18	0.00	0.34	0.00	0.00	0.00
Energy Use	0.00	0.03	0.01	0.00	0.00	0.00
Mobile Source	0.17	0.49	1.89	0.00	0.30	0.08
Total	0.34	0.52	2.24	0.00	0.31	0.09
SCAQMD Potentially Significant Impact Threshold	55 pounds/day	55 pounds/day	550 pounds/day	150 pounds/day	150 pounds/day	55 pounds/day
Exceed SCAQMD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to Appendix A for model data outputs.

As shown in **Table V-3**, the project's net emissions would not exceed SCAQMD thresholds for any criteria air pollutants. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.) Therefore, operations emissions would not result in a significant long-term regional air quality impact.

Localized Operational Significance Analysis

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact.

In summary, impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables V-1, V-2, and V-3**).

V(c) **Less Than Significant Impact.** Rolling Hills Estates is within the SCAB, which is an air basin that regularly exceeds ambient air quality standards, i.e., a nonattainment area.

The proposed project may contribute to the net increase of ozone precursors and other criteria pollutants. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin

into attainment for all criteria pollutants, to also have less than significant cumulative impacts.¹ The discussion under Issue a) describes the SCAQMD criteria for determining consistency with the Air Quality Management Plan and further demonstrates that the proposed project would be consistent with it.

As such, cumulative impacts would be less than significant per the SCAQMD significance threshold.

V(d) **Less Than Significant Impact.** Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities. Residential uses are generally not known to produce objectionable odors.

The project does not contain land uses typically associated with emissions of objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature and would cease on completion of the respective phase of construction activity. Such odors would be mild and would not affect a substantial number of people and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Rule 402 states "a person shall not discharge 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." Therefore, odor impacts associated with the proposed project construction and operations would be less than significant.

Contribution to Greenhouse Gas Emissions

Less Than Significant Impact. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHG). The main components of GHG include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Greenhouse gases are emitted by both natural processes and human activities. In response to growing scientific and political concern with global climate change, California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. Construction and operation of the proposed project would generate GHG emissions. Overall, the following activities associated with the future residential development could directly or indirectly contribute to the generation of GHG emissions:

- **Construction Activities:** During project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor

¹ CEQA Guidelines Section 15064(h)(3) states, "A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency."

vehicles, all of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment.

- **Gas, Electric, and Water Use:** Natural gas use results in the emissions of two GHGs: CH₄ (the major component of natural gas) and CO₂ from the combustion of natural gas. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. California's water conveyance system is energy-intensive. Preliminary estimates indicate that the total energy used to pump and treat this water exceeds 6.5 percent of the total electricity used in the state per year.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy for transporting and managing the waste, and they produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. Methane is 21 times more potent a GHG than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere.
- **Motor Vehicle Use:** Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

GHG emissions associated with residential land uses would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary source emissions, such as natural gas used for heating and electricity used for lighting. Preliminary guidance from the Office of Planning and Research (OPR) and letters from the Attorney General critical of CEQA documents which have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. The calculation presented below includes construction as well as long-term operational emissions in terms of annual carbon dioxide equivalents (CO₂e) associated with the anticipated operations of the proposed project. The resultant emissions of these activities were calculated using the CalEEMod air quality model (Appendix A). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for the use of government agencies, land use planners, and environmental professionals.

Thresholds of significance illustrate the extent of an impact and are a basis from which to apply mitigation measures. On September 28, 2010, the SCAQMD conducted Stakeholder Working Group Meeting #15, which resulted in a recommended (albeit not adopted) screening threshold of 3,000 metric tons of CO₂e as a threshold for all land uses. Therefore, for the purposes of this evaluation and in the absence of any other adopted significance thresholds, a threshold of 3,000 metric tons of CO₂e per year is used to assess the significance of GHG emissions.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions compared with the recommended SCAQMD greenhouse gas screening threshold. The anticipated GHG emissions during project construction and operation are shown in **Table V-4**. In accordance with SCAQMD guidance, projected GHGs from construction have been quantified and amortized over 30 years, which is the number of years considered to represent the life of the project. The amortized construction emissions are added to the annual average operational emissions. Per

Table V-4, GHG emissions projected to result from both construction (amortized over 30 years) and operation of the proposed project would not exceed the SCAQMD greenhouse gas screening threshold of 3,000 metric tons of CO₂e per year. The impact is therefore considered less than significant.

Table V-4 Construction-Related and Operational Greenhouse Gas Emissions (Metric Tons per Year)	
Emission Type	CO₂e
Construction (amortized over 30 years)	5
Indirect Emissions from Energy Consumption	14
Water Demand	2
Waste Generation	2
Area Source (hearth, landscaping)	1
Mobile Source (vehicles)	59
Operations Total	83
SCAQMD Greenhouse Gas Screening Threshold	3,000
Threshold Exceeded?	No

Source: CalEEMod version 2013.2.2. Per SCAQMD guidance, construction emissions are amortized over 30 years, which is considered to represent the life span of residential development. Refer to Appendix A for model data outputs.

Consistency with Greenhouse Gas and Climate Change Policy

Less Than Significant Impact. California has adopted several policies and regulations for the purpose of reducing GHG emissions. Assembly Bill (AB) 32, the Global Warming Solutions Act, was enacted in 2006 to reduce statewide GHG emissions to 1990 levels by 2020. As identified under Issue a) above, the proposed project would not surpass the SCAQMD's recommended greenhouse gas screening thresholds, which were prepared with the purpose of complying with the requirements of AB 32. As the proposed project would not conflict with AB 32, impacts would be less than significant.

VI NOISE	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
a) Exposure of persons to or generation of noise levels in excess of code requirements (Chapter 8.32)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

VI(a) **Less Than Significant Impact.** The site is located in an urban environment. Primary noise sources include vehicle traffic traveling along Crest and Highridge roads and human activity. Sensitive receptors in the vicinity include the adjacent Seaview Villas townhomes to the north and east of the site and single-family homes across Crest and Highridge roads to the south and west.

The City's General Plan has established standards for noise and land use compatibility for the various land use categories in the city. The established levels are based on existing noise levels obtained through field monitoring, projected noise levels, and community expectations to maintain an environment that is free from all unnecessary, excessive, and annoying noise. Table 7-1 of the General Plan indicates the maximum noise level when measured at the property line for each category of land use. The maximum daytime noise level applicable to the project site is 55 dBA, while the maximum nighttime noise level is 45 dBA.

Municipal Code Section 8.32.050 identifies the exterior noise standards for the city, as indicated in Table IV-1 below. Table IV-1 shows the applicable noise standards for three major land use categories in the city. These standards apply to all receptor properties within a designated noise zone. The project site is subject to the requirements of Zone I.

Table IV-1 Exterior Noise Standards			
Noise Zone	Land Use	Time Interval	Exterior Noise Level (dBA)
Zone I	Residential and Agriculture	7:00 a.m.–10:00 p.m.	55
		10:00 p.m.–7:00 a.m.	45
Zone II	Commercial Properties	7:00 a.m.–10:00 p.m.	65
		10:00 p.m.–7:00 a.m.	55
Zone III	Industrial – Quarry Properties	7:00 a.m.–10:00 p.m.	75
		10:00 p.m.–7:00 a.m.	45

Source: Rolling Hills Estates, n.d. (Municipal Code), Figure 8.32.050

Construction Noise

The proposed project is the development of four residential dwellings. Development of these uses will result in short-term construction-related noises. Construction noise associated with heavy equipment vehicles, building activities, and transport of materials and debris may result in short-term increases in noise levels to nearby residential properties.

Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers, and portable generators, can reach high levels. Typical equipment that might be employed for this type of project includes scrapers, front loaders, trucks, concrete mixers, and concrete pumps. Worst-case examples of construction noise at 50 feet are presented in Table IV-2. The peak noise level for most of the equipment that will be used during the construction is 70 to 90 dBA at a distance of 50 feet. Noise levels at greater distances would be lower.

The nearest sensitive land uses are the adjacent Seaview Villas townhomes to the north and east. Potential construction operations could occur as close as 40 feet from the nearest residential buildings, with the center of the site at more than 110 feet. Based on a distance of 40 feet, the worst-case unmitigated peak (L_{max}) construction noise levels could be greater than 90 dBA at the closest sensitive receptor. The average noise levels (L_{50}) are typically 15 dB lower than the peak noise levels. Average noise levels (L_{50}) at the nearest existing residential buildings could be in the range of 55–75 dBA (L_{50}).

Construction Equipment	Typical Noise Level at 50 Feet (dBA, L_{eq})
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Crane (Mobile)	83
Dozer	85
Generator	81
Grader	85
Jackhammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pile-driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Roller	74
Saw	76
Scraper	89
Truck	88

Source: FTA 2006

City of Rolling Hills Estates Municipal Code Section 8.32.210 limits construction hours in the city from 7 a.m. to 5 p.m. Monday through Friday and 9 a.m. to 5 p.m. on Saturdays. Construction is not allowed on Sundays or holidays. Given the short-term nature of the project's construction noise, existing City noise ordinance requirements, and the type of construction, short-term construction noise impacts would be less than significant.

Long-Term Noise

It is not anticipated that the project would result in long-term noise impacts on the adjacent uses surrounding the project, since residential uses are generally not considered to be a substantial source of noise.

Furthermore, the proposed project is not located in a noise-sensitive area. It is located within a predominantly residential area of the city. As noted above, the project site is located within Noise Zone I, which requires an ambient noise level of 55 dBA and 45 dBA during the daytime and evening hours, respectively.

General Plan Table 7-2 and Exhibit 7-2 identify areas of the city subject to higher levels of traffic noise. The project site is not located along a roadway that would be required to provide mitigation measures to reduce interior noise levels as discussed on page 7-13 of the General Plan.

Given that the proposed project is a continuation of surrounding uses and the project is consistent with the above-referenced policy, no significant long-term noise impacts would occur with implementation of the project.

VII <u>BIOLOGICAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Be a project, other than a minor lot improvement undertaken by an individual homeowner, and be located in a high ecological sensitivity area as defined by the General Plan and not preserve ecological habitat that is found at the project site in accordance with the guidelines established by the General Plan Conservation Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with General Plan policies for protecting biological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of any (i) Environmentally Sensitive Area as defined by the City of Rolling Hills Estates, (ii) natural undeveloped canyon, or (iii) hillside area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (now the California Department of Fish and Wildlife) or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game (now the California Department of Fish and Wildlife), US Army Corps of Engineers, and/or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Interfere substantially with (i) the movement of any native resident or (ii) migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or (iii) impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Have biological resource impacts that are individually limited, but cumulatively considerable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

VII(a, c) **No Impact.** The project site is not located in an Ecological Resources Overlay zone identified on Exhibit 5-1 of the City's General Plan. Therefore, the proposed project would cause no impacts related to the City's Ecological Resources Overlay Zone. Likewise, the site does not contain any natural vegetation, canyons, or hillsides and would cause no related biological resource impacts.

VII(b) **No Impact.** The proposed project would not conflict with General Plan policies for the protection of biological resources as identified in the Conservation Element. The project site is surrounded by existing residential uses. The site is not within the Ecological Resources Overlay Zone or the Scenic Resources Overlay Zone, which are identified as

areas in the city that, in part, have been established for the protection of biological resources. Therefore, as previously stated, the project would not conflict with any General Plan policies for protecting biological resources.

VII(d) **No Impact.** The project site is in an urban portion of the city and is not located in an area containing high ecological sensitivity as identified by the use of Ecological Resources Overlay Zones in the City's General Plan. As part of a previous environmental analysis completed for the project site, a computerized records search was conducted, using the California Natural Diversity Database of the California Department of Fish and Game [known as the Department of Fish and Wildlife since January 2013], to document the known occurrences of endangered species in the city.² The database, consisting of information obtained from federal and state agencies, identifies plants and animals found in the Palos Verdes Peninsula that have been listed as endangered, rare, or threatened, as well as those considered by the scientific community to be endangered. A summary of the record search is included below.

- The Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) is a small blue butterfly that may have evolved during the Pleistocene period, when the Peninsula was an island. In 1977, the butterfly was found in only eight colonies on the Palos Verdes Peninsula, where the caterpillars fed on a wild species of locoweed (*Astragalus*). The butterfly was first discovered in 1976 in a large coastal scrub terrace near Alta Vista Way in Rancho Palos Verdes. In 1978, road and housing construction destroyed this habitat. The butterfly was spotted again, in 1981, near the intersection of Seacrest Road and Crenshaw Boulevard and along Crenshaw Boulevard between Altamira and Portuguese canyons. Grading activities in 1982 and 1983 destroyed the habitat near Seacrest and Crenshaw. The *Astragalus* habitat along Crenshaw Boulevard has been reduced, and no more butterfly sightings have been made in this area.
- The California gnatcatcher (*Ptilioptila californica*) is a tiny and very active gray or olive bird, with an eye ring or line over the eye and body. The California gnatcatcher is on the federal endangered species list. The species is presumed to still be in existence in the project vicinity. In 1989, several gnatcatcher pairs were observed in the former Marineland area, around Sunnyridge Road in Rolling Hills, along Forrestal Road in Rancho Palos Verdes, and in the Agua Amarga Canyon in Rolling Hills Estates. These areas are sage scrub and coastal sage scrub habitats where California sagebrush, wild buckwheat, and black sage are abundant. The proposed project site does not contain any habitat considered to be suitable gnatcatcher habitat.
- The Mohave tui chub (*Gila bicolor mohavensis*) is a chunky fish with an olive-brown back and a white-to-silver belly. The Mohave tui chub once inhabited the deep pools and slough-like areas of the Mojave River. Today, this river and its lakes are desert playas (dry lakes). The construction of reservoirs on the Mojave River has altered its flow and direction, and the chubs have interbred with several introduced species. Very few genetically pure Mohave tui chubs could be found in 1967. The Mohave tui chub is listed as an endangered species in both federal and state listings. Attempts to transplant the Mohave tui chub have generally failed. Transplants at the South Coast Botanic Garden were temporarily successful, but the species has been extinct since 1976.

² Based on information provided in the Crest Road Office PA-27-03 Environmental Checklist Form, which was completed in March 2004 for the project site.

- The Mexican flannelbush plant (*Fremontodendron marcanum*) is a Category 2 candidate species in the federal listing and rare in the California listing. Rare species are species whose occurrences are threatened and/or will soon be threatened. The Mexican flannelbush is found in chaparral habitat, most of which has been destroyed in the area. Solitary flannelbush may be found on the hillsides, oak woodland, and chaparral areas, approximately 1 mile from the ocean on Via Del Monte.

While special-status species have been identified on the Palos Verdes Peninsula, the proposed project will not impact these sensitive species or their habitats. The site of the proposed project is disturbed from historic uses that included a gasoline station and a commercial plant nursery. No natural plant communities or protected natural communities are found on-site. The property is not in an area designated as critical habitat for any sensitive wildlife species, nor is the area subject to any conservation plans, recovery plans, or similar policies and ordinances. The vegetation and animal species supported in the man-made habitat include species that are commonly found in urban environments. As a result, no adverse impacts on biological resources are anticipated.

- VII(e, f) **No Impact.** The project site is in an urban portion of the city and not located in an area with riparian habitat, wetlands, or any other identified sensitive natural communities.
- VII(g) **No Impact.** The project site is a small corner lot within an urban portion of the city. No natural wildlife areas adjacent to the site provide migratory corridors for wildlife. The project site is not of an adequate size nor does it contain sufficient vegetation to provide for the movement of wildlife species.
- VII(h, i) **No Impact.** The project site is in an urban portion of the city and is not located in an area containing high ecological sensitivity as identified by the use of Ecological Resources Overlay Zones in the City's General Plan. The project site does not provide habitat for fish or wildlife species; therefore, development of the site would not substantially reduce fish or wildlife species. As such, development of the project would not have a cumulative impact on biological species.

VIII CULTURAL RESOURCES		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
a)	Be located in high cultural sensitivity area as defined by the Rolling Hills Estates General Plan and result in grading in excess of 20 cubic yards of soil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Cause a substantial adverse change in the significance of a historical or archeological resource as defined in Section 15064.5 of the California Code of Regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

VIII(a, b) **Less Than Significant Impact With Mitigation Incorporated.** The project site lies within a Cultural Resources Overlay area as shown on Exhibit 2-14 of the City’s General Plan. The Cultural Resource Overlay applies to a portion of the city where archaeological resources are known or suspected to exist. The Conservation Element details appropriate actions that must be followed when property is included within this designation. All areas designated as having a high sensitivity in the Conservation Element are included in the Cultural Resources Overlay. According to the General Plan, in Planning Area 7 this designation applies to an area designated as Open Space (located along Highridge Road) in the General Plan. This site was left as open space as a means of “capping” an important archaeological site underneath. The open space area is located north of the project site.

As part of a previous project proposed for the site, a Phase I archeological survey was conducted by W & S Consultants. This survey was completed in order to address the potential for the site to contain previously unknown cultural resources. As part of this effort, the South Central Coastal Information Center conducted a background records search. This search indicated the presence of two archeological sites recorded within a 1/8-mile radius of the project site. Neither of the two sites is within the boundary of the project site, nor are the sites on the National Register Archaeological Determination of Eligibility list. In addition, the site was systematically surveyed for the presence of archeological specimens. The field survey failed to uncover cultural resources of any kind. However, while the survey did not uncover any cultural resources, the potential for undiscovered resources does exist; as such, mitigation measures have been incorporated into this document to protect the undiscovered resources. Incorporation of these mitigation measures would reduce this impact to a less than significant level.

Mitigation Measure CUL-1: If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the project site, all work in the immediate vicinity of the find must stop and the City of Rolling Hills Estates Planning Department shall be immediately notified. An archaeologist meeting the Secretary of Interior’s Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the find(s) and recommend appropriate handling and recovery methods. Construction in the vicinity of the find(s) shall not resume until deemed appropriate by the qualified site archaeologist.

Timing/Implementation: During grading and construction activities

Monitoring/Enforcement: City of Rolling Hills Estates Planning Department; project contractor

VIII(c) **Less Than Significant Impact With Mitigation Incorporated.** There were no known paleontological resources or unique geologic features identified during the Phase I cultural resources survey completed for the site. Furthermore, no unique geological features exist on-site. However, the potential to discover buried paleontological resources during excavation of the site does exist. As such, Mitigation Measure CUL-2 is incorporated into this document in order to protect the undiscovered paleontological resources.

Mitigation Measure CUL-2: If any paleontological resources are found during future development of the project site, all work in the immediate vicinity of the find must stop and the Rolling Hills Estates Planning Department shall be immediately notified. A qualified paleontologist (i.e., one with a graduate degree in paleontology, geology, or related field and having demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California) shall be retained to evaluate the finds and recommend appropriate handling and recovery methods. Construction in the vicinity of the find(s) shall not resume until deemed appropriate by the qualified site paleontologist.

Timing/Implementation: During grading and construction activities

Monitoring/Enforcement: Rolling Hills Estates Planning Department; project contractor

VIII(d) **Less Than Significant Impact.** There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, California Health and Safety Code Section 7050.5 requires the project to halt until the county coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Due to the required compliance with these codes, the project would not result in any significant impacts related to human remains.

IX <u>GEOLOGY AND SOILS</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Involve modifications on slopes greater than 2:1?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

IX(a) **No Impact.** The site is relatively flat. No slopes greater than 2:1 exist on the site. The project proposes to increase the height of the soil on the eastern 20 feet of the project site in order to provide a level side yard for lots 2 and 4. This area does not have an existing slope of greater than 2:1. Therefore, the project would have no impact in this area.

IX(b)[i, ii] **Less Than Significant Impact With Mitigation Incorporated.** The potential for fault rupture is addressed at the state level by the Alquist-Priolo Earthquake Fault Zoning Act. The legislation's intent was to provide a statewide seismic hazards mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, ground failure, and other seismic hazards caused by earthquakes.

According to the California Geological Survey (CGS) (2006), the site is located in the Redondo Beach 7.5-minute quadrangle. This area was surveyed by the CGS in order to ascertain the seismic hazards in the area, including liquefaction, ground shaking, and landslides. The project site is not located in a currently mapped California Earthquake Special Studies Fault Zone or an Alquist-Priolo Fault Rupture Zone. The closest fault zone to the project site is the Palos Verdes Fault Zone, located approximately 3 miles to the northeast. In addition to fault zones identified by CGS, Exhibit 8-4 of the Safety

Element of the Rolling Hills Estates General Plan identifies the Cabrillo Fault as a Fault Caution Zone. The project site is approximately 0.9 miles from the closest portion of this Fault Caution Zone.

The site is also not within a Fault Caution Zone as shown on Exhibit 8-1 of the Safety Element of the Rolling Hills Estates General Plan. Additionally, according to Figure 2-14, Overlay Map Planning Area 7, of the General Plan, the site is not located in a Hazards Management Overlay.

According to the CGS (2008), the site is located in an area ascertained to be “distant from known, active faults and would experience lower levels of shaking less frequently. In most earthquakes, only weaker, masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking here.” Ground motion and related hazards resulting from earthquakes along any of the known faults in the area may result in significant seismic related hazards. Because of the site’s exposure to ground shaking, the following mitigation measure is recommended:

Mitigation Measure GEO-1: Prior to the issuance of building permits, the City of Rolling Hills Estates Building Official (or designee) and City Engineer (or designee) shall review and approve final design plans for the project site to ensure earthquake-resistant design has been incorporated into final site drawings in accordance with the most current California Building Code and the recommended seismic design parameters of the Structural Engineers Association of California. Ultimate site seismic design acceleration shall be determined by the project structural engineer during the project design phase.

Timing/Implementation: Prior to issuance of building permits

Monitoring/Enforcement: Rolling Hills Estates Planning Department; project applicant

IX(b)[iii, iv], c) **Less Than Significant Impact.** The California Emergency Management Agency (CEMA) (2014) Hazard Mitigation web portal provides liquefaction maps for the entire state based on information ascertained by the California Department of Conservation (DOC). The project site is not located in a current, mapped California Liquefaction Hazard Zone as identified by the California Department of Conservation.

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. The topography at the project site is relatively flat. Groundwater is not present near the surface beneath the site. The nearest Water Replenishment District of Southern California (WRD) groundwater monitoring well is located about 2 miles from the project site. Depths at this site average between 17 and 18 feet below ground surface (WRD 2014). Additionally, the Phase I Environmental Assessment Report prepared for the project identified that groundwater at a water quality monitoring well about one-third mile from the project site was approximately 14 to 40 feet below ground surface (Partner 2014, p. 5). Under these circumstances, with groundwater not reported near the surface of the project site, the potential for lateral spreading is considered low.

CEMA provides information on landslide potential for all areas of California in its Hazard Mitigation web portal. According to this information, while many areas in the city have the potential for landslides, the project site is not such an area. Additionally, the site is flat and relatively level ground. The potential for landslides is minimal.

- IX(b)(v) **Less Than Significant Impact.** Construction of the proposed project would involve limited grading operations associated with preparation of the site. Due to existing regulations, these operations are not anticipated to leave soils uncovered or exposed for long periods and would not result in a significant loss of topsoil or erosion. With the application of standard construction practices and regulatory requirements, soil erosion and loss of topsoil is not a concern for the site. Erosion from stormwater runoff is controlled by the National Pollutant Discharge Elimination System (NPDES), which requires sedimentation and erosion controls to be implemented. Wind erosion during construction is controlled by SCQAMD Rule 403, which requires fugitive dust to be reduced with the application of best available control technologies.
- IX(d) **Less Than Significant Impact.** Expansive soils primarily comprise clays, which swell when water is absorbed and shrink when dry. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the shrinking and swelling of the soil. If movement varies under different parts of the building, structural portions of the building may distort. The native soils underlying the site comprise shale and siltstone rather than clays. Consequently, on-site soil conditions would not subject people and property to potential hazards associated with expansive soils. Impacts are considered less than significant.
- IX(e) **No Impact.** No septic tanks or alternative wastewater disposal systems are proposed as part of the implementation of the proposed development. Sewer connections will be made to existing lines in the surrounding streets. As a result, no impacts will occur with regard to sewers or alternative wastewater disposal systems.

X <u>HAZARDS AND HAZARDOUS MATERIALS</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Be located in the Hazard Management Overlay Zone?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle petroleum, or petroleum byproducts, or hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be located (i) within an area covered by an airport land use plan or, where such a plan has not been adopted, (ii) within two miles of a public airport or public use airport, and (iii) will result in a safety hazard for people working in the project area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

X(a) **No Impact.** As depicted on Exhibit 2-14 of the City's General Plan, the project site is not located in a Hazards Management Overlay Zone.

X(b, c) **Less Than Significant Impact.** The proposed project would develop residential land uses on the project site. These residential land uses are not typically associated with the routine transport, use, or disposal of hazardous materials. Single-family residences do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials, with the exception of common residential-grade hazardous materials such as household cleaners, paint, etc.

Between 1966 and 1971, the project site was the location of a gasoline station, which was equipped with underground fuel storage tanks. However, these tanks were reported to be removed in 1971 (Partner 2014, p. 23). Because the site was formerly used as a gasoline station, there may have been accidental releases of motor oils, transmission fluid, gasoline, and other automobile-related materials into the soils of the project site. If such materials exist in the soils, grading of the site during construction may result in the release of those hazardous materials. However, a Phase II Subsurface Investigation was conducted in May 1999 by All Environmental, Inc. (AEI) to determine the absence or presence of petroleum contamination in the soil at the project site. AEI determined that the soil samples did not contain significant concentrations of petroleum hydrocarbons.

AEI further concluded that the subject property was not significantly impacted by the former gas station and recommended no further investigation (Partner 2014, p. 23). Therefore, grading of the project would not result in the release of hazardous materials related to former uses.

During construction or operations, the transport, use, and disposal of hazardous materials is strictly regulated by applicable regional, state, and federal agencies. All hazardous materials used during the project's construction phase are regulated by state and federal law. In Rolling Hills Estates, the County of Los Angeles Fire Department, Health Hazardous Materials Division, is responsible for the Hazardous Materials Disclosure and California Accidental Release Prevention programs. The proposed project would not result in a significant impacts related to the routine transport, use, or disposal of hazardous materials.

X(d) **No Impact.** The proposed project is not located within a quarter mile of a school. The nearest school is Ridgecrest Intermediate School, approximately a half mile from the project site.

X(e) **No Impact.** The project site is not listed as an open hazardous material cleanup site on either the California Department of Toxic Substances Control (EnviroStor) database or the California State Water Resources Control Board (GeoTracker) database (DTSC 2014; SWRCB 2014).

The project site was formerly developed with a gasoline station from 1966 to 1971 (Partner 2014, pg. i). The gasoline station was equipped with four underground storage tanks, which were removed in 1971. AEI conducted a Phase II Subsurface Investigation in May 1999 to determine the absence or presence of petroleum contamination in the soil at the project site. The scope of investigation included the advancement of five soil borings and collection of twelve soil samples. Eight of the twelve samples were analyzed for total petroleum hydrocarbons as gas (TPH-g), TPH-diesel, benzene, toluene, ethyl benzene, and total xylenes (BTEX). Results of all of the analyzed samples were below laboratory detection limits. Based on the laboratory analytical results, AEI determined that the soil samples did not contain significant concentrations of petroleum hydrocarbons. AEI further concluded that the subject property was not significantly impacted by the former gas station and recommended no further investigation (Partner 2014, p. 23).

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment (Partner 2014, p. ii). The Phase I Environmental Site Assessment Report completed for the project site did not identify any RECs. The 2014 Phase I Environmental Site Assessment concluded that no further investigation of the project site is necessary (Partner 2014, p. 24).

X(f, g) **No Impact.** The city is located approximately 2.75 miles southwest of Torrance Municipal Airport. Los Angeles International Airport (LAX) and Hawthorne Municipal Airport are located approximately 12 miles and 11 miles northwest of the project site, respectively. All airports in Los Angeles County must have a Municipal Airport Master Plan that is consistent with Los Angeles County Airport Land Use Commission (ALUC) and Federal Aviation Administration (FAA) regulations. The ALUC is the operating body responsible for the comprehensive land use plan (CLUP) that covers the aviation activities at 15 public use airports in Los Angeles County. The boundaries for each airport and the development restrictions within each of those boundaries are depicted in the CLUP. All

proposed land uses within the boundaries for each airport must coincide with the restrictions of the CLUP.

The project site is not located within a designated airport influence area or runway protection zone area, nor would it involve any improvements that would otherwise affect airport operations. As a result, the proposed project would not present a safety hazard related to aircraft or airport operations.

X(h) **Less Than Significant Impact.** According to the City's General Plan Public Safety Element, Crest Road and Highridge Road are designated emergency evacuation routes in the city. Los Angeles County Public Works has prioritized these routes for debris clearance and road repairs in the event they are damaged during a major earthquake or other natural disaster. In addition, Indian Peak Road, Palos Verdes Drive North, and Silver Spur Road are disaster routes proposed to augment county routes for city-specific emergency planning purposes.

The project provides adequate street access, and project operations would not interfere with an emergency response plan or emergency evacuation plan. Also, the project site plan is subject to review and approval by the Los Angeles County Fire Department in order to ensure adequate provision of fire hydrants and access. This step in the permitting process ensures adequate emergency response and access.

X(i) **Less Than Significant Impact.** The project site is not located in a Fire Hazard area identified on Exhibit 8-1 of the City's General Plan. Nonetheless, the stringent Building Code requirements associated with the state's Very High Fire Hazard Severity Zone apply to all properties in the city. The project is required to comply with all pertinent Fire Code and ordinance requirements for construction, access, water mains, fire hydrants, and fire flows. Specific Fire Code requirements would be addressed during the building fire plan check. Given the site's location and required compliance with the Fire Code and ordinance requirements, the project would not result in significant impacts related to wildland fire hazards.

XI <u>HYDROLOGY AND WATER QUALITY</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

XI(a, c, f) **Less Than Significant Impact With Mitigation Incorporated.** Section 402 of the federal Clean Water Act requires National Pollutant Discharge Elimination System (NPDES) permits for stormwater discharges from storm drain systems to waters of the United States.³ The City of Rolling Hills Estates is a co-permittee in the Los Angeles County storm drain system permit or “Municipal Permit” (Order No. R4-2012-0175; NPDES No. CAS004001).

As a special provision, the Los Angeles County Municipal Permit requires permittees to implement Low Impact Development (LID) design principles for development and redevelopment activities that meet the applicability criteria in Part VI.D.7.b of the permit. Projects that meet such criteria are required to control pollutants, pollutant loads, and

³ Storm drainage systems are described as Municipal Separate Storm Sewer Systems (MS4s) and include streets, gutters, conduits, natural or artificial drains, channels, and watercourses or other facilities that are owned, operated, maintained, or controlled by a permittee and used for purposes of collecting, storing, transporting, or disposing of stormwater.

runoff volume emanating from the project site by (1) minimizing the impervious surface area and (2) controlling runoff from impervious surfaces through infiltration, bioretention, and/or rainfall harvest and use. In addition, such projects are required to retain on-site the 0.75-inch, 24-hour rain event or the 85th percentile, 24-hour rain event, whichever is greater.

Implementation of the proposed project would be subject to the requirements of the Municipal Permit and the City's Municipal Code. Both the Municipal Code and the Municipal Permit require application of erosion and sedimentation control best management practices (BMPs) during construction for proper water quality management. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. BMPs will be specifically identified in the project-specific Wet Weather Erosion Control Plan and designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. By requiring implementation of a Wet Weather Erosion Control Plan and BMPs during construction activities, the City is ensuring that these activities would not violate standards or degrade water quality. As part of its normal project approval and construction oversight activities, the City of Rolling Hills Estates monitors compliance with these requirements.

In addition to Section 402, Section 303 of the Clean Water Act requires states to designate uses for all bodies within state boundaries (intrastate waters) and to establish water quality criteria for those water bodies. Those water bodies that do not satisfy the water quality criteria for their designated uses are identified as impaired. In order to improve the quality of impaired water bodies and thus achieve the water quality criteria, the US Environmental Protection Agency (EPA) requires states to establish Total Maximum Daily Load (TMDL) standards that apply to impaired water bodies. The storm drain system that serves the project site drains into the Santa Monica Bay Watershed Management Area of the Pacific Ocean. TMDLs promulgated for Santa Monica Bay include bacteria, trash/debris, and polychlorinated biphenyls (PCBs) and dichlorodiphenyltrichloroethane (DDT).

Both construction and operation activities associated with the project could generate additional water pollutants that could adversely affect stormwater quality and the water quality in downstream receiving waters. Construction-related activities can release sediments from exposed soils into local storm drains. In addition, construction waste materials such as chemicals, liquid products, and petroleum products may make their way into local storm drains. However, as indicated above and as required by Mitigation Measure HYD-1, the project would be subject to the requirements of the Municipal NPDES Permit and the City's Municipal Code. Pursuant to these requirements, best management practices would be instituted to effectively offset these potential sources of water pollution.

Operationally, stormwater or urban runoff from the developed project site could collect sediment, trash, metals, and oils as it flows across the site's driveway and other site surfaces. The project includes the construction of a storm drainage system. This system includes a filtered catch basin designed to limit oil, trash, metals, and other contaminants prior to stormwater flow into the City's system. Additionally, potential post-construction pollutants would be addressed through treatment control BMPs that would be incorporated into the final site design of the project, as required by Mitigation Measures HYD-1 through HYD-3. These BMPs would be implemented to treat runoff from the proposed project's new buildings, including roof runoff.

In summary, with the incorporation of Mitigation Measures HYD-1 through HYD-3, the proposed project would not result in significant impacts related to a violation of water quality standards or waste discharge requirements, erosion or siltation, or any other degradation of water quality.

Mitigation Measure HYD-1: Prior to issuance of a grading permit, the City Building Official shall ensure that the project's construction plans include features meeting the applicable construction activity best management practices (BMPs) and erosion and sediment control BMPs published in the *California Stormwater BMP Handbook—Construction Activity* or equivalent. If construction activities occur between October 1 and April 15, the project applicant shall prepare and submit a Wet Weather Erosion Control Plan to the City Building Official at least 30 days prior to commencement of construction activities.

Timing/Implementation: Prior to the issuance of a grading permit

Monitoring/Enforcement: Rolling Hills Estates Building Official; project applicant

Mitigation Measure HYD-2: As required by Municipal Code Section 8.38.105, prior to issuance of a building permit, the project applicant shall submit a Stormwater Mitigation Plan to the City Building Official for review and approval. The Stormwater Mitigation Plan shall identify the best management practices (BMPs) to be implemented during project operation. The project's Stormwater Mitigation Plan must also demonstrate compliance with the pollutant-specific Total Maximum Daily Load waste load allocations in effect for the receiving waters as well as the maximum extent practicable (MEP) standard for other pollutants of concern.

Timing/Implementation: Prior to the issuance of a grading permit

Monitoring/Enforcement: Rolling Hills Estates Building Official; project applicant

Mitigation Measure HYD-3: Prior to issuance of a certification of occupancy, the project applicant shall provide the City Building Official with a best management practices (BMP) maintenance plan, consistent with Standard Urban Stormwater Management Plan (SUSMP) requirements, for review and approval.

Timing/Implementation: Prior to the issuance of a certificate of occupancy

Monitoring/Enforcement: Rolling Hills Estates Building Official; project applicant

XI(b) **Less Than Significant Impact.** The proposed project would not directly use any groundwater to serve the project site. While additional residential dwellings would be available on completion of the project, these uses are not expected to result in a substantial depletion of groundwater resources. The proposed project would result in approximately a quarter acre of impermeable surfaces on the project site, including the dwelling units, garages, , and driveway. Given the small scale of the site and the fact that most stormwater on-site currently drains into the surrounding storm drain system, the reduction in permeability of the site would not substantially impede percolation of water into the underlying substrate such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table.

XI(d, e) **Less Than Significant Impact.** No natural watercourses are located on the project site. Currently, rainfall primarily flows into the existing drainage system located in Crest Road and Highridge Road; a small percentage of rainfall percolates into the substrate. The proposed project would utilize a site drainage system to collect stormwater; this on-site

system would be connected to the City's system. Further, the proposed project would not significantly increase the volume of stormwater flowing from the project site because stormwater would be directed into the storm drainage system through a catch basin designed to control stormwater flow into the City's system. Therefore, anticipated stormwater runoff would not cause flooding or exceed the capacity of the storm drain system.

XI(g-j) **No Impact.** The project site is shown on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06037C1920F (FEMA, 2008). According to this map, the site is located in Zone X, which is defined as "areas determined to be outside the 0.2 percent annual chance floodplain." The project would therefore not result in the placement of uses in a 100-year flood zone. The project site is not within the inundation area of any reservoir, level, or dam, and the project site is not in an area that would be subject to seiche, tsunami, or mudflow.

XII <u>AGRICULTURE RESOURCES</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

- XII(a) **No Impact.** The project site is located in a fully developed area in Rolling Hills Estates, which is an urbanized area of Los Angeles County. The proposed project site is not currently used for productive agricultural purposes. The project site is not located adjacent to or near any land used for agricultural purposes. The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.
- XII(b) **No Impact.** No agricultural resources are identified in the City’s General Plan, and no agricultural resources are present on the project site. The site is not subject to a Williamson Act contract, and the site is not zoned for agricultural use. Given that the site is not currently used for productive agricultural purposes and the project would not conflict with a Williamson Act contract, the proposed project would have no impact in this area.
- XII(c) **No Impact.** The project site is not currently used for agricultural purposes. Additionally, the proposed project would not in any way hinder the operations of any existing agricultural practices since no agricultural practices exist on-site or in the adjacent surrounding areas.

XIII <u>MINERAL RESOURCES</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

XIII(a, b) **No Impact.** The project site is not located on any known bank of minerals. The site is not within any of the Mineral Resource Zone boundaries identified by the City on Exhibit 5-4 of the General Plan Conservation Element. Therefore, the proposed project would have no impact on the availability of a known mineral resource that would be of value or the loss a locally important mineral resource.

XIV <u>POPULATION AND HOUSING</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

- XIV(a) **Less Than Significant Impact.** The proposed project would result in the development of four single-family residential units. According to the DOF (2014), the average household size in the city in 2014 is 2.76 persons per unit. Based on this number, the project would increase the number of residents in the city by 11. An increase of 11 persons is not considered substantial and is consistent with growth expectations. Additionally, the project would not result in the extension of roads or infrastructure that would induce off-site population growth.
- XVI(b, c) **No Impact.** The site is currently vacant. Thus, no displacement of housing or persons would result.

XV PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project: result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services?				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

XV(a) **Less Than Significant Impact.** The City of Rolling Hills Estates is within the jurisdiction of and is part of the Consolidated Fire Protection District of Los Angeles County, which provides fire protection and emergency medical services to the city and all unincorporated areas in Los Angeles County. Fire Station 106, located at 27413 Indian Peak Road in Rolling Hills Estates, is approximately 1.5 miles from the project site. Fire Station 56, located at 12 Crest Road West in Rolling Hills, is less than 1.75 miles from the project site. While these stations are the closest stations to the project site, the fire department as a whole serves the project area.

Generally, the need for new fire facilities is based on the time it takes for a station to respond to an incident. The fire department seeks to maintain a 5-minute response time. Because there are two existing stations within 1.75 miles of the project site, response times are expected to be within the 5-minute response time standard.

The Fire Department has review and approval authority over building plans in subsequent phases of planning and design to ensure adherence with fire department regulations and requirements. The impacts on fire protection services are therefore anticipated to be less than significant.

XV(b) **Less Than Significant Impact.** The City of Rolling Hills Estates contracts with the Los Angeles County Sheriff's Department for police protection and law enforcement services. The main sheriff's station serving the city is located at 26123 Narbonne Avenue in Lomita. This station is located approximately 4.5 miles northeast of the project site and employs 83 sworn officers. The emergency response time averages 5 minutes or less. The Sheriff's Department's service standards are a 6-minute emergency response time, a 20-minute immediate response call response time, and a 1-hour report call response time. The impacts on police protection services are expected to be less than significant, as the site is located in an existing developed area that is currently adequately served by the Sheriff's Department. Therefore, implementation of the project would not result in the need for additional law enforcement facilities to serve the project.

XV(c) **Less Than Significant Impact.** The project proposes the development of residential units that would result in a population increase of approximately 11 persons. The project site is served by the Palos Verdes Peninsula Unified School District. The schools that serve the area are Soleado Elementary School, Ridgecrest Intermediate School, and

Palos Verdes Peninsula High School. The project may generate additional students who would attend schools in the area. However, due to the minimal number of dwelling units and the small potential increase in population, the number of additional students would be insignificant and could be adequately served by the existing school facilities in the area. In addition, the applicant will be required to pay school fees to mitigate any potential impacts.

- XV(d) **No Impact.** The proposed project is the development of four single-family residential units. This size of development would not result in the demand for additional public services or the need for new or expanded public service facilities.

XVI UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Judgments

XVI(a) **Less Than Significant Impact.** The proposed construction of four single-family residences would generate an increase in wastewater. The region's existing wastewater facilities are designed to treat domestic sewage and to accommodate the level of growth anticipated in local general plans. While the proposed project would require a change in the City's General Plan land use designation for the site, the addition of four single-family residences and the consequential wastewater would not result in an exceedance of wastewater treatment requirements. Therefore, the proposed project would not generate wastewater in a manner that would exceed the wastewater treatment requirements of the Regional Water Quality Control Board. (See also Issue b, d, e, below.)

XVI(b, d, e) **Less Than Significant Impact.** The project site is served by the California Water Service Company (CWSC), which purchases water from the Metropolitan Water District (MWD). The MWD's water sources are the State Water Project and the Colorado River. CWSC water is stored locally in the Palos Verdes Reservoir, which has a capacity of approximately 361,097,200 gallons. Average water consumption in the city is approximately 1.2 million gallons per day (mgd). According to the CWSC's (2013) Water Conservation Report for the Palos Verdes District (which serves the city), the average water use per single-family residence is 200 gallons per person per day. Based on these factors, implementation of the proposed project would result in a total new water demand of 2,200 gallons per day. This demand would increase the water consumption in the city by 0.2 percent. As such, the proposed project would not result in the need for new or substantial alterations to local or regional water treatment or distribution facilities, due to the limited amount of additional water required to serve the project.

Wastewater generated by the project would be treated at the Joint Water Pollution Control Plant in Carson, which has a design capacity of 385 mgd and currently processes an average flow of 280.5 mgd. The additional wastewater from 11 persons

would not result in a need for new or substantial alternations to the existing sewer system due to the limited amount of additional sewage that would be generated by the project. Impacts are thus anticipated to be less than significant.

XVI(c) **Less Than Significant Impact.** Existing storm drain facilities are anticipated to be adequate to accommodate project flows as discussed more fully in subsection XI, Hydrology and Water Quality, of this Initial Study.

XVI(f) **Less Than Significant Impact.** Refuse disposal and recycling services to the city and the project site are provided by a private entity, Waste Management, which contracts with the Sanitation Districts of Los Angeles County (SDLAC) for disposal of refuse. The SDLAC maintains multiple refuse disposal facilities, including three landfills, five gas-to-energy/refuse-to-energy facilities, two material recovery facilities, and various recycling facilities and transfer stations. In 2012, Rolling Hills Estates produced approximately 5,390 tons of solid waste, as reported to California Department of Resources Recycling and Recovery (CalRecycle) (2012). The majority of this waste, 77.9 percent, was taken to the El Sobrante Landfill, which has a cease operations date of January 1, 2045. All other area landfills have a cease operations date beyond the year 2019.

According to CalRecycle, the city had an average solid waste disposal rate of 3.6 pounds per person per day in 2012. Using the anticipated number of residents for the project of 11 and the average solid waste disposal in the city, the project would produce 39.6 pounds per day of solid waste, or 7.2 tons per year. The increase of 7.2 tons per year of solid waste would not result in inadequate capacity at the area landfills.

Table XVI-1 City of Rolling Hills Estates Solid Waste Disposal – 2012				
Destination Facility	2012 City Tonnage to Facility	Permitted Maximum Capacity (million cubic yards)	Remaining Capacity (Million Cubic Yards) (survey date)	Cease Operations Date
Antelope Valley Public Landfill	27	n/a	20.4 (n/a)	1/1/2042
Azusa Land Reclamation Co. Landfill	5	66.670	n/a	1/1/2025
Chiquita Canyon Sanitary Landfill	52	63.900	29.3 (11/23/2006)	11/24/2019
El Sobrante Landfill	4,197	184.930	145.530 (4/6/2009)	1/1/2045
Lancaster Landfill and Recycling Center	1	27.000	14.514 (8/28/2012)	3/1/2044
Olinda Alpha Sanitary Landfill	6	74.900	38.578 (10/1/2005)	12/31/2021
Prima Deshecha Sanitary Landfill	100	172.900	87.385 (8/1/2005)	12/31/2067
Sunshine Canyon City/County Landfill	104	140.9	112.3 (7/3/2007)	12/31/2037
2012 Total	5,390			

Source: CalRecycle 2012

XVI(g) **Less Than Significant Impact.** The project applicant is required to comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal.

XVII <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Does the project:</i>				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Judgments

- XVII(a) **No Impact.** The proposed project is not anticipated to substantially affect fish or wildlife populations or to reduce the number or range of rare or endangered species. In addition, no locally, state, or federally designated examples of major periods in California history or prehistory have been identified on the site or in the vicinity of the site.
- XVII(b) **Less Than Significant Impact.** The proposed project would not result in impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, hydrology, water quality, noise, public services, traffic, and utility impacts. However, none of these cumulative impacts are significant, except for cumulative air quality conditions (i.e., the South Coast Air Basin is a nonattainment basin), and the proposed project would not cause any cumulative impacts to become significant. Subsection V of this document specifically analyzes the project's contribution to cumulative air quality conditions. As identified in this section, the project's contribution to both regional and local air quality conditions is not considerable. Therefore, the proposed project would not result in a mandatory finding of significance due to cumulative impact considerations.
- XVII(c) **No Impact.** The proposed project would not cause either directly or indirectly substantial adverse effects on humans. The proposed project does not approach or exceed any significance thresholds for environmental issues typically associated with indirect or direct effects to people, such as hazardous materials handling, air, water, or land pollution, or adverse effects to emergency service response.