Draft Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for the Honolulu Terrace Project in the City of Whittier, County of Los Angeles, California

Lead Agency:
City of Whittier
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- This document is designed for double-sided printing -

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Appendix C Preliminary Soils Investigation
Appendix D Soils Management Plan
Appendix E Phase I and Phase II Environmental Site Assessment
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Appendix H Will Serve Letters
Appendix I Fuel Modification Plan for Parcel 4

1 Introduction

The City of Whittier (Lead Agency) received applications for Tentative Parcel Map, Development Review Permit and Accessory Dwelling Unit Permit from Robert Salamone (property owner). The approval of the applications constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed church and residential project.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.9);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given

to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
c) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Alan Hernandez, Assistant Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
hernandeza@cityofwhittier.org

Following a 30-day period of circulation and review of the Initial Study, all comments will be considered by the City of Whittier prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Alan Hernandez, Assistant Planner
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
hernandeza@cityofwhittier.org

2 Project Description

2.1 – Project Title

Honolulu Terrace Project

2.2 – Lead Agency Name and Address

City of Whittier, 13230 Penn Street, Whittier, CA 90602-1772

2.3 – Contact Person and Phone Number

Alan Hernandez, Assistant Planner 562-567-9320

2.4 – Project Location

Regionally, the project site is located in the City of Whittier, Los Angeles County, California. The City of Whittier (City) is located within the southeastern portion of Los Angeles County, approximately 20 miles southeast of Downtown Los Angeles; refer to Figure 1, Regional Context. The City is bordered by the unincorporated community of Hacienda Heights and the cities of La Habra Heights and Industry to the north/northeast. The City of Pico Rivera lies to the west, La Habra to the southeast and the Cities of Santa Fe Springs, La Mirada, Norwalk, and Orange County to the south. Regional access to the City is provided via Interstate Route 605), which is located near the City's western boundary. The project site is approximately 1.42 miles southeasterly of the Beverly Blvd./I-605 interchange.

The project encompasses one parcel located at 12526 Honolulu Terrace Drive, Whittier in Los Angeles County, California (Assessor's Identification Number 8126-033-025). The parcel is at the northwest corner of Honolulu Terrace and Beverly Drive (see Figure 2, Project Aerial Map). The latitude and longitude is 33° 59' 38.43" North and 118° 02' 28.02" West. The site is within the southwest ½ of Section 16 of Township 2 South and Range 11 West of the San Bernardino Base and Meridian.

2.5 – Project Sponsor's Name, Address and Phone Number

Robert Salamone
15111 Whittier Boulevard
Whittier, CA 90603
562-889-0597

Figure 1 Regional Context

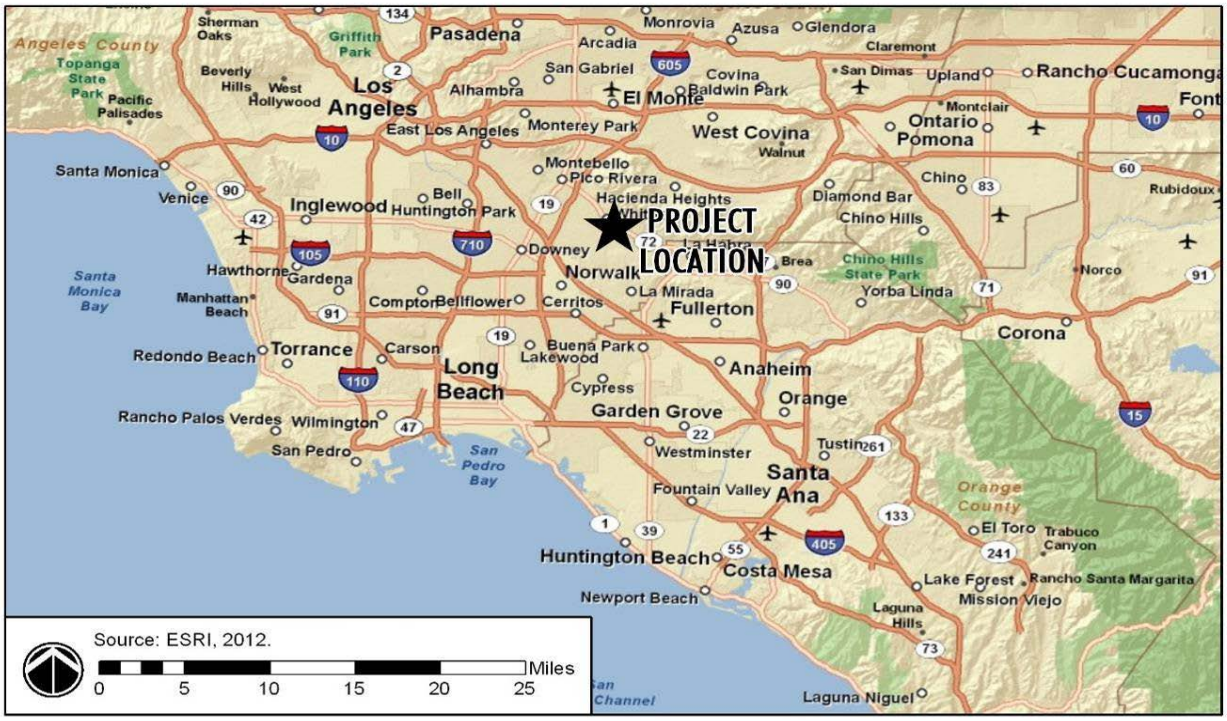


Figure 2 Project Aerial Map

Imagery ©2024 Google Earth Pro

2.6 – General Plan Land Use Designation

The 2040 Envision Whittier General Plan Update Land Use Map designates the 0.70-net acre parcel of land as Low Density Residential (3.1-7 du/ac).

2.7 – Zoning

The project site is zoned R-1 Single-Family Residential Zone.

2.8 – Project Description

Tentative Parcel Map No. 21-0001 (TPM 83421) proposes to subdivide the 0.73-gross acre/0.70-net acre subject area into four separate parcels at the northwest corner of Honolulu Terrace and Beverly Drive as shown on Figure 3, Tentative Parcel Map 83421.

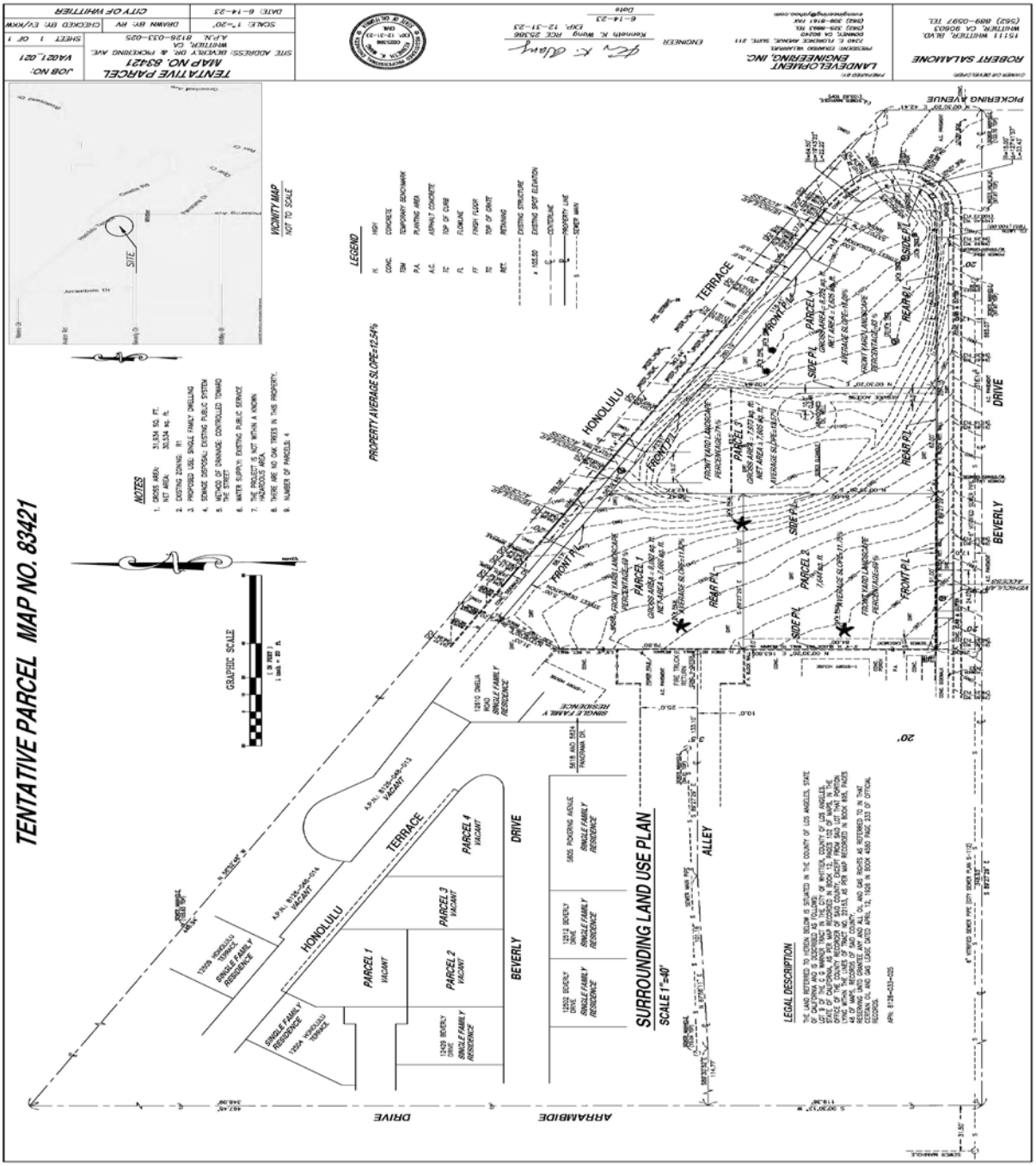
Development Review No. DRP22-0021 involves the new construction and operation of a single family residence identified as 12526 Honolulu Terrace on Parcel 4 of Tentative Parcel Map 21-0001. The two-story residence is proposed to be 2,267 square feet with an attached 2-car garage at 542 square feet. Additionally, there is an attached 617 square foot accessory dwelling as part of the primary structure.

Accessory Dwelling Unit No. ADU24-0090 involves the permitting of a single-story 617 square foot attached accessory dwelling unit on Parcel 4 of Tentative Parcel Map 21-0001.

BACKGROUND

According to available historical sources, more than 90 years of oil well operations occurred on the eastern portion of the subject property. The eastern portion of the property had an oil well, a wash tank, a stock tank, an oil pick up pipe, an oil production, water disposal system draining the wash tank, and a spill containment berm. The 3,464 feet deep oil well, Chanchorena Number 1, API: 0403718425, was abandoned in 2020. Previous work done in 2004 revealed a release of crude oil in the eastern portion of the property. The western portion of the site was free of petroleum releases and has been protected by a spill containment berm. In 2020, EarthSafe conducted potholing in the vicinity of the former oil well and soil impacted with crude oil was observed at a depth of 5 feet below ground surface (bgs). A soil sample was collected which contained elevated concentrations of petroleum hydrocarbons, however VOCs were not detected. EarthSafe excavated impacted soil in the vicinity of the former oil well and oil tanks for off-site disposal and collected several rounds of confirmatory soil samples from the excavation limits until the laboratory results (as well as visual and olfactory evidence) indicated that the petroleum hydrocarbon-impacted soil had been adequately removed.

Figure 3 Tentative Parcel Map 83421



Source: Landevelopment Engineering, Inc., dated June 14, 2023

PROJECT CHARACTERISTICS

The subject site will be subdivided into four parcels.

Table 2.8-1
Proposed Parcels

Parcel	Gross Lot Size (sq ft)	Net Lot Size (sq ft)
1	8,092	7,660
2	7,644	7,644
3	7,973	7,605
4	8,225	7,625

Grading

The project will have 928 cubic yards of cut, 505 cubic yards of fill with 602 cubic yards of export and 177 cubic yards of import for Parcel 3. There has been no haul route specified.

Landscaping

The project site is located within a Very High Severity Zone for wildfire. Each lot is required to be designed to minimize impacts and have a fuel modification plan approved by the County of Los Angeles Fire Department Prevention Services Bureau. Parcel 4 has completed their review and their plan was approved February 22, 2023.

New Infrastructure

Storm Drain – The parcels have been designed to direct runoff to drain toward pervious surfaces and will install four 55 gallon rain barrels.

Sanitary Sewer – A City-owned 8-inch sewer line exists in the alley west of the subject site. Additionally, the City of Whittier has an 8-inch sewer existing south of the subject site on Beverly Drive. This system will receive sewage flow generated by a said property pending the following:

The developer shall conduct a flow study to determine if the existing sewer system has sufficient capacity to accept increased sewage from the proposed project. Any deficiencies caused by the proposed development shall be mitigated by the developer as approved by the City Engineer.

Developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer. In addition, all new sewer connection and permit fees shall be paid by the developer.

Domestic Water – The City of Whittier has a 10-inch and an 8-inch cast iron pipe existing on Honolulu Terrace. The City of Whittier additionally has a 6-inch cast iron pipe existing on Beverly Drive. All water service connections, whether existing or proposed, are governed by the latest version of the City of Whittier Municipal Code Title 13, Division I and City of Whittier Water Utility Standard Specifications. In addition, all new water connection and permit fees shall be paid by the developer.

Streets, Circulation and Parking – Access to Parcels 1, 3 and 4 will be provided from Honolulu Terrace. Parcel 2 will be served by Beverly Drive. An additional five feet of right-of-way will be dedicated along Honolulu Terrace.

Dry Utilities – The project be served with a new underground electric distribution system which connects to the existing overhead power lines via a pole-mounted riser just west of the project on Beverly Drive. A private street light system will be constructed for this map.

Solid Waste Collection

Trash storage will be in the garage or side yard of each residential unit, and containers (green waste, landfill, and recyclables) will be picked up by Athens Services (City franchisee) weekly.

PROJECT PHASING AND CONSTRUCTION

The proposed project will be constructed in the following phases: 1) site preparation and grading (8 days); 2) building construction (135 days); paving (5 days); and architectural coatings (5 days). The project is anticipated to start construction in April 2025 and be completed in December 2025 for Parcel 4.

2.9 – Surrounding Land Uses and Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. Neighboring cities and communities include Pico Rivera and Los Nietos on the west, Santa Fe Springs and La Mirada on the south, La Habra and La Habra Heights on the east, and the unincorporated communities of Hacienda Heights and Rowland Heights on the north.

The approximately 0.73 gross acre/0.70 net acre project site includes one parcel at 12526 Honolulu Terrace (Assessor Parcel No. 8126-033-025) with direct access to Honolulu Terrace, which borders the site's northern boundary and Beverly Drive, which borders the site's southern border.

The project site was formerly used for oil production, however is currently vacant.

Table 2.9-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Low Density Residential	R-1 Single Family Residential	Vacant land
North	Low Density Residential	R-1 Single Family Residential	Honolulu Terrace and single-family residential
South	Low Density Residential	R-1 Single Family Residential	Beverly Drive and single-family residential
East	Low Density Residential	R-1 Single Family Residential	Single-family residential and oil well production
West	Low Density Residential	R-1 Single Family Residential	Single-family residential

2.10 – Required Approvals

The City of Whittier (lead agency under CEQA) will use this IS/MND in making decisions with regard to the approval of the subdivision, new construction of single family residence and ADU, and the subsequent construction and development of Parcels 1, 2 and 3 of the project. The City of Whittier is the only land use authority for this project requiring the following approvals:

- Tentative Parcel Map No. 21-0001 (TPM 83421);
- Development Review No. DRP22-0021; and
- Accessory Dwelling Unit No. ADU24-0090

2.11 – Other Public Agencies Whose Approval is Required

The implementation of the proposed improvements would require the issuance of permits from various public agencies. The permits and approvals from lead, responsible, and trustee agencies that are necessary include:

Agencies that will review the proposed project include the following:

- Los Angeles County Fire Department approval of proposed site improvements.
- California Regional Water Quality Control Board for water quality permits.
- State Department of Toxic Substances and Control for transport of hazardous waste materials and well abandonment.

2.12 – Tribal Consultation

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. See Section 4.18 Tribal Cultural Resources for expanded discussion.

3 Determination

3.1 – 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.

☐	Aesthetics	☐	Agriculture & Forestry Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology /Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

3.2 – Determination

☐	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.

Name: Alan Hernandez, Assistant Planner

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4 Evaluation of Environmental Impacts

4.1 – Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				☑
c) Conflict with applicable zoning and other regulations governing scenic quality?			☑	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			☑	

Sources

Information used to prepare the Aesthetics section is from the following sources: aerial photographs of the project area, the *City of Whittier General Plan, 2021*, the California Department of Transportation, California Scenic Highway Mapping System and the City of Whittier *Municipal Code, Title 18 Zoning*.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area is developed. Scenic resources within the City and the City's Sphere of Influence include the Puente Hills to the north of the City, and scenic roadway corridors such as Colima Road, Turnbull Canyon Road, Beverly Boulevard, and Skyline Drive. Puente Hills provide a visual framework for the City and a break in urban development. The Puente Hills provide a valuable and unique visual amenity and are visible from almost any part of the City.

The site is not located in an area of a designated State scenic highway and does not contain identified scenic resources such as rock outcroppings or historic buildings. The site is currently vacant and is not considered to be a scenic resource by the City of Whittier.

Discussion

a) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e.,

development on a scenic hillside). The proposed project is located within an urbanized area visually dominated by residential and institutional land uses.

The proposed project is located on a predominately-developed site on Beverly Drive within a fully urbanized area visually dominated by single-family residential land uses together with surface street features. This site is not considered to be within or to comprise a portion of a scenic vista. The subdivision and construction of the new single-family residences would have no effect on a scenic vista. The proposed development is generally compatible in type and scale with the existing and planned surrounding development.

With the approval of the Development Permit, the proposed single-family units will have a maximum allowable height in conformance with proposed development standards of the R-1 Zone so as to not impede or hinder a scenic view. Due to the existing standards in place as identified in the Whittier Municipal Code, the relatively low scale of the proposed project, and the distance of the project from view sheds, no impacts on scenic vistas would occur. Therefore, no further analysis of this environmental issue is necessary.

b) **No Impact.** The subdivision of land and development permit will not impact visual resources or scenic vistas. The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System. Thus, the proposed project would not damage the integrity of existing visual resources or historic buildings located along a State Scenic Highway. No significant impact on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, would result. The project site is located in a previously developed, urbanized area, and contains no scenic resources. Due to the absence of on-site scenic resources, no impact would occur.

c) **Less Than Significant Impact.** Development of a proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Regulations governing scenic quality are established through the City's Municipal Code, and General Plan. The project has been designed to comply with all applicable provisions of the City's Municipal Code related to visual quality. The project also would be consistent with all policies related to scenic quality in the Whittier General Plan Update. Future grading of the site and construction of the single-family residences would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. Construction of the proposed buildings would alter the existing visual character of the site. Upon project completion, the proposed buildings would consist of 4 single-family residential units compliant with R-1 development standards such as building heights and lot coverages. The project will not substantially degrade the surroundings, as the current residentially designated land is maintained in accordance with City standards. Therefore, visual impacts to existing visual character of the site are less than significant and no mitigation is required.

d) **Less Than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal)

can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this site, including freestanding street lights, light fixtures on buildings, and vehicle headlights. The City of Whittier has established standards for the design, placement, and operation of outdoor lighting within its Municipal Code. The Municipal Code identifies preferred lighting sources, intensities, and shielding requirements. These standards are imposed on all outdoor lighting sources and must be adhered to in order to obtain project approval. As shown on the elevations in Appendix A, the exterior building materials proposed as part of the project primarily include concrete roof tiles, stucco, painted metal garage doors, and window glass. These non-reflective building materials would not result in potential glare impacts within the project site or surrounding areas, and glare impacts would be less than significant. With adherence to the lighting standards established by the City and standard conditions of approval for Development Permit DRP22-0021, potential impacts related to light and glare would be less than significant.

Mitigation Measures

No mitigation is necessary because Aesthetic impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.2 – Agriculture and Forest Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?				☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				☑

d) Result in the loss of forest land or conversion of forest land to non-forest use?				☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				☑

Sources

Information used to prepare this section is from the following sources: California Department of Conservation, Farmland Mapping and Monitoring Program of the California Resources Agency and California Department of Conservation Division Of Land Resource Protection, State of California Williamson Act Contract Land Map, 2023.

Environmental Setting

The proposed project is located in a suburban area surrounded by residential land uses. According to the California Department of Conservation, *Farmland Mapping and Monitoring Program* Map, the City is predominately designated as urban and built up land. There are no current Williamson Act Contract lands as shown on the Williamson Act Lands map for Whittier.

Discussion

a) **No Impact.** The proposed project will be located in a fully developed urbanized area. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No Williamson Act contracts are active for the project. The property is zoned Residential Low. Although the project site has existing vacant land, it is not under active cultivation and has not been cultivated based on historic aerial mapping. The project site is currently designated as Low Density Residential in the General Plan with a land use zone of R-1. Therefore, because the site has not been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, there is no impact from the project on these types of farmland.

b) **No Impact.** Currently, the General Plan Designation is Low Density Residential. There are other residential developments in the vicinity so the project would be compatible with the existing surroundings. The project will be developed consistent with the City Design Guidelines, so it will be aesthetically compatible with surrounding development and as stated above, the property is not subject to a Williamson Act contract. Therefore, there will be no impacts to existing land use compatibility and no mitigation is required

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project identify it as *urban* type, indicating that it is not capable of growing industrial wood tree species. Therefore, implementation of this project will have no impact to any timberland zoning.

d) **No Impact.** The project site is vacant; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact will occur.

e) **No Impact.** The project site is a previously disturbed site within an urban environment. The project is surrounded by other residential uses. The project would not encroach onto agricultural land and would not encourage the conversion of existing farmland to non-agricultural uses. None of the surrounding sites contain existing forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. No impact will occur.

Mitigation Measures

No mitigation measures are necessary because Agricultural and Forestry impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.3 – Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			☑	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			☑	
c) Expose sensitive receptors to substantial pollutant concentrations?			☑	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan*, 2021 and California Emissions Estimator Model®, Version 2022.1.1.26.

Environmental Setting

Local jurisdictions, such as the City of Whittier, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2022 Air Quality Management Plan (AQMP). Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits and monitors and enforces implementation of such mitigation. The City relies on the expertise of the South Coast Air Quality Management District (SCAQMD) and utilizes the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Discussion

a) **Less Than Significant Impact.** The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the 2022 SCAQMD Air Quality Management Plan (AQMP). The Final 2022 AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency. The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2022 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

A. Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis, neither short-term construction, nor long-term operation of the proposed project will result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

B. Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to insure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The Connect SoCal (2020-2045 Regional Transportation/Sustainable Communities Strategy), adopted by SCAG, September 2020, includes chapters on: the plan, SoCal today, a path to greater access, mobility & sustainability, paying our way forward, measuring our progress and looking. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The project site is currently designated as Low Density Residential in the City of Whittier General Plan Update Land Use Element with a land use density range of designation of 3.1-7 du/ ac). The proposed project does not involve a General Plan Amendment or a Change of Zone. The proposed project is consistent with the standards of the Low Density Residential and R-1 zoning classification. The proposed project is expected to result in increased operational emissions from mobile sources and energy sources, compared to the current use as vacant land. However, as shown in the regional analysis, the project is below the SCAQMD thresholds of significant for cumulative impacts. The project meets the goals of the Connect SoCal to adapt to a changing climate and support an integrated regional development pattern and transportation network and encourage development of diverse housing types in areas that are supported by multiple transportation options. The project will construct adjacent roadways to their ultimate half-width right-of-way and will benefit from regional/local transit opportunities. Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur.

b) **Less Than Significant Impact.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 4.3-1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the project area for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

Table 4.3-1
South Coast Air Basin Attainment Status

Pollutant	State Status[1]	National Status[2]
Ozone	Nonattainment	Nonattainment
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Attainment
PM10	Nonattainment	Nonattainment
PM2.5	Unclassified	Attainment

Notes:

1 Source of State status: California Air Resources Board June 2013.

2 Source of National status: http://www3.epa.gov/airquality/greenbook/ca25_2012.html.

Short Term Air Quality Impacts - Construction

Regional Emissions - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance.

As shown in Table 4.3-3, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance. CalEEMod daily emissions outputs are provided in Appendix B.

The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

Table 4.3-2
Regional Construction Emissions – Unmitigated

Maximum Daily Emissions (lbs/day)[1]						
Year	**ROG**	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Summer	1.14	11.8	11.2	0.02	3.02	0.44
Winter	4.36	9.62	13.4	0.02	0.66	0.44
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1.1.26

1 Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

Table 4.3-2 shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Furthermore, minimum requirements for SCAQMD's Rule 403 include the application of the best available dust control measures to be used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Implementation of best available dust control measures were assumed in the model to include watering of the site's exposed area two times per day, which significantly reduced PM_{10} and $PM_{2.5}$ construction emissions. Therefore, none of SCAQMD's thresholds would be exceeded during grading and construction after dust control measures and typical BMPs for the control of emissions are implemented. Because the model assumed compliance with SCAQMD Rules for the control of criteria pollutants, Conditions of Approval for the project will include compliance with SCAQMD's Rule 403 as a general condition.

Fugitive Dust - Construction

The project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are as follows:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Localized construction emissions indicate daily construction emissions, with standard control measures, would be below the applicable thresholds established by the SCAQMD. The proposed project's short-term construction activities would cause less than significant Fugitive Dust impacts.

Table 4.3-2 shows that, the project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively

considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project's short-term construction impact on regional air resources is less than significant.

Long Term Air Quality Impacts - Operation

Regional Emissions - Operation

Long-term operational air pollutant impacts from the project are shown in Table 4.3-3. The project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix B.

Table 4.3-3
Regional Operational Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**ROG**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	0.13	0.11	1.26	0.00	0.27	0.07
Energy Sources	0.00	0.04	0.02	0.00	0.00	0.00
Area Sources	0.10	0.00	0.23	0.00	0.00	0.00
Total	0.23	0.15	1.51	0.00	0.27	0.07
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2022.1.1.26

[1] Maximum daily emission during summer; includes both on-site and off-site project emissions.

The project's daily operational emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance, and the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project related long-term air quality impacts are less than significant.

CO Hot Spot Emissions

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD Air Quality Management Plan (AQMP) found that peak CO concentrations were primarily the result of unusual

meteorological and topographical conditions, not traffic congestion. Additionally, the 2003 SCAQMD AQMP found that, at four of the busiest intersections in SCAB, there were no CO hot spots concentrations. Furthermore, in the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations. Therefore, it is reasonable to conclude that the project would not significantly increase traffic congestion in the vicinity of the site that would lead to the formation of CO Hot Spots. The project impact to CO Hot Spots is less than significant.

c) **Less Than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Environmental analysis identified sensitive receptors near the project as adjacent residences within 25 meters of the project site boundary. To ensure lessening of potential impacts, the project must comply with SCAQMD rules requiring construction best practices to mitigate airborne dust, erosion, exhaust, and VOC's.

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD's methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. No significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

d) **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Odors - Construction

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that 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. No other sources of objectionable odors have been identified for the proposed Project. Therefore, the project impact from odor emissions is less than significant.

Odors - Operation

The proposed project does not contain land uses that would typically be associated with significant odor emissions. The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402

requires that a person may 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. Project related odors are not expected to meet the criteria of being a nuisance. The project's operation would result in less than significant odor impacts.

Mitigation Measures

No mitigation measures are necessary because Air Quality impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.4 – Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				☑

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				☑

Sources

Information used to prepare this section is from the following sources: California Natural Diversity Database; United States Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper; US Fish & Wildlife Services, Environmental Conservation Online System; California Department of Fish and Wildlife, California Regional Conservation Plans Map; Los Angeles County Department of Regional Planning. *2035 General Plan*. October 6, 2015. Chapter 9: Conservation and Natural Resources Element, Figure 9.3: Significant Ecological Areas and Coastal Resource Areas Policy Map, and City of Whittier *General Plan Update*, 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the surrounding project area is developed with low density residential dwellings. The USGS Whittier, California Quadrangle (1972) does not show any blue-line channels or other water features within the boundaries of the parcel. There is no wetland or riparian habitat on site. There are no drainages or evidence of water flow.

Discussion

a) **No Impact.** Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The project site is vacant of structures. The non-native vegetation is not habitat of any species identified as a candidate, sensitive, or special status species. The project site is not identified as critical habitat for Threatened and Endangered Species. Considering the highly disturbed nature of the project site surrounding areas, the probability of existence of designated species under the federal Endangered Species Act or California Special Concern Species is low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Considering the lack of habitat on the property, no impacts to wildlife species of concern will occur.

b) **No Impact.** The project site is located on land that has been previously disturbed in a primarily residential portion of the City. The site has very limited vegetation. There is no riparian habitat onsite. The USGS Whittier, California Quadrangle (1972) does not show any blue-line channels or other water features within the boundaries of the parcels or in the

immediate area. As such, no impact to riparian habitat or other sensitive natural habitat would occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain riverine wetlands. The proposed project would not disturb any offsite wetlands. There are no on-site water features indicative of potential wetlands rather there is formal landscaping within parking areas and surrounding buildings. No impacts would occur.

d) **No Impact.** The project site is currently vacant and is surrounded by existing residential development, preventing the use of the project site and surrounding area as a wildlife corridor. The project site contains very limited non-native vegetation, in the context of a completely urbanized setting located in the City of Whittier. There are no substantial vegetated areas or waterbodies located on-site. The project site does not provide for the movement of any native resident or migratory fish or wildlife. No impact will occur.

e) **No Impact.** The City has a tree removal policy that states that if more than five trees are to be removed, a tree removal permit application must be submitted to and approved by the City. The proposed project would install new landscaping within the front and side setbacks and various other locations on the site. The project would add trees as part of the site development. The project would not affect any other natural biological resources; therefore the project will not result in any conflicts with local or other policies or standards to protect such resources. No mitigation is required.

f) **No Impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan because the City of Whittier does not have an adopted Habitat Conservation Plan according to the US Fish & Wildlife Services, Environmental Conservation Online System (ECOS) mapping or any Natural Community Conservation Plan areas apply to the project site according to the California Department of Fish and Wildlife, California Regional Conservation Plans Map. Therefore, implementation of the proposed project would have no adverse impact. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Biological Resource impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.5 – Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

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

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021 and Gabrieleño Band of Mission Indians - Kizh Nation letter dated November 5, 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area is developed. The site is vacant disturbed land and is zoned for residential use in the City of Whittier.

Discussion

a) **Less Than Significant Impact.** The City of Whittier is an urbanized community and nearly all properties within the City (except for areas such as protected park lands) have been previously disturbed and/or developed. The proposed project would not promote, encourage or enable activities that could remove, degrade or in any way adversely impact local historic resources. Much of the land around the project location has been developed into suburban residential tracts. The project site is accessible by existing paved roadways, Honolulu Terrace and Beverly Drive. There are no buildings or features on site that would meet any of the criteria for listing in the California Register of Historical Resources and thus the site does not qualify of a "historical resource," as defined by CEQA and the associated regulations. The property is not a historical resource as defined in the City of Whittier's Municipal Code Sections 18.84.050 and 18.84.080. Therefore, the development of the project site into a residential development would have no impact on historic resources and no mitigation is required.

b) **Less Than Significant Impact.** The property is a vacant parcel in a fully urbanized area. No buildings, structures, objects, sites, features, or artifacts of prehistoric or historical origin are known within or adjacent to the project area. No known archaeological sites are documented. In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist consistent with standard City protocol.

c) **Less Than Significant Impact.** It is unlikely that human remains could be uncovered during grading operations. Nonetheless, should suspected human remains be encountered, the contractor shall be required to notify the County Coroner in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains

are or appear to be of a Native American, he/she would be required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Through this existing regulatory procedure, impacts to human remains would be avoided. Impact would be less than significant with application of existing regulations.

Conditions of Approval

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological or paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist or paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist or paleontologist, as applicable, consistent with standard City protocol.

Mitigation Measures

No mitigation measures are necessary because Cultural Resources impacts will be less than significant.

Level of Significance After Mitigation

Not applicable.

4.6 – Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			☑	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; California Energy Commission (CEC) website; California Energy Commission, 2022 Building Energy Efficiency Standards for Residential and Nonresidential Buildings; California Air Resources Board (CARB), Airborne Toxic Control Measures; California

Energy Commission (CEC), 2021 Total System Electric Generation; California Energy Commission, Diesel Fuel Data, Facts, and Statistics; U.S Energy Information Administration, Natural Gas Consumption by End Use (Million Cubic Feet); and California Emissions Estimator Model version 2022.1.1.26.

Environmental Setting

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Existing Electricity Consumption

Southern California Edison is the service provider for electric. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The site will be served via an underground electrical distribution system. According to the California Energy Commission (CEC), total system electric generation for California in 2022 was 287,220 gigawatt-hours (GWh). California's renewable and non-GHG (nuclear and large hydroelectric) resources accounted for 54.2 percent of total generation in 2022. California's electricity imports were 83,960 GWh accounting for 29.2 percent of the total system electric generation in 2022.

Existing Natural Gas Consumption

Southern California Gas Company (SoCalGas) is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other state agencies. There are gas lines serving the project site within West Belmont Avenue. Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. According to the CEC, nearly 45 percent of the natural gas burned in California was used for electricity generation, with the remainder consumed in the residential (21 percent), industrial (25 percent), and commercial (9 percent) sectors. In 2022, total natural gas demand in California for residential uses was 432,636 million cubic feet.

Existing Transportation Energy

According to the California Energy Commission, transportation accounts for a major portion of California's overall energy consumption and has a significant impact on air quality. It is also the single largest source of the state's greenhouse gas emissions. Since 1975, the California Energy Commission has promoted a secure, affordable, reliable, and environmentally sound transportation energy infrastructure by ensuring that the supply, production, distribution, and

price of petroleum fuels and other blending components are available to meet demand; and viable alternative, low-carbon, and renewable fuel options exist. The proposed residential subdivision and future housing generates transportation energy demand from vehicles traveling to and from the site. Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers, vendors, and residents. Californians consumed 13.82 billion gallons of finished gasoline in 2021, or 38 million gallons per day. Diesel fuel is the second largest transportation fuel used in California, representing 17 percent of total fuel sales behind gasoline. According to the California State Board of Equalization, in 2022, 3.6 billion gallons of diesel (including offroad diesel) was sold.

Discussion

a) **Less Than Significant Impact.** According to the CEQA Guidelines § 15126.2(d), "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Both construction and operation of the project would lead to the consumption of limited, slowly renewable, and non-renewable resources, committing such resources to uses that future generations would be unable to reverse. The new development would require the commitment of resources that include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project.

During project construction, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control and, on a limited basis, powering lights, electronic equipment, or other construction activities necessitating electrical power. Construction activities for residential units typically do not involve the consumption of natural gas. Project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and delivery and haul truck trips hauling solid waste from and delivering building materials to the project site. During project operation, energy would be consumed for multiple purposes, including heating, air conditioning, appliances, and use of electronics.

During project operations, energy would also be required for water transport, solid waste disposal, and vehicle trips. Estimated project operation total energy usage, which was estimated by CalEEMod as part of the greenhouse gas emissions analysis, is shown in Table 4.6-1, Vehicle miles traveled (VMT) were used as a surrogate for energy from consumption of transportation fuels. While a variety of factors govern the relationship between VMT and fuel energy, in general, an increase in VMT results from an increase in motor vehicle energy use. Note that the table does not include energy use by existing buildings and activities; to obtain a conservative estimate of energy use impacts, existing use was assumed to be zero.

The new buildings will be designed and built in compliance with the California Green Building Standards (CAL Green) Code (California Code of Regulations, Title 24, Part 11), which includes mandatory measures for residential and nonresidential site development, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality (CBSC, 2017, p.2).

In the interest of energy efficiency, the residential buildings are being designed to have solar panels and battery storage, in addition to high-efficiency HVAC systems. This will assist in increasing reliance on renewable energy resources and decreasing reliance on natural gas and oil. Therefore, the energy usage of the new residential buildings will be substantially lower than it would be in absence of the Green Code. Additionally, the project would comply with all applicable regulations and codes which require achievement of various levels of energy efficiency in building construction, design and operation.

The commitment of resources required for the construction and operation of the project would limit the availability of such resources for future generations or for other uses during the life of the project. However, the use of such resources would be reduced when compared to what they would be in the absence of complying with the CAL Green Code. Therefore, energy consumption would not result in a substantial increase in energy production for energy providers and the energy demand associated with the project would be less than significant.

Table 4.6-1
Estimated Project Operational Energy Use

Energy Type	Units	Value
On-road Motor Vehicle Travel	Vehicle miles traveled per year	134,936
Natural Gas Use	1,000 BTU per year	153,341
Electricity Use	Kilowatt-hours per year	27,581

Source: CalEEMod runs, contained in Appendix B.

The subdivision and housing project would be constructed in a multiple phases with overlapping development activities. Building construction could commence as early as 2025, pending permits for housing plans, with full buildout and occupancy of the project anticipated by 2026.

Electricity Consumption

Based on the air quality modeling, the proposed project has an average annual electricity demand of approximately 27,581 kilowatt hour (kWh) per year. Electrical power would be consumed to construct the project. The demand would be supplied from existing electrical services adjacent to the project site and local extensions. Construction of the proposed project would require the use of construction equipment for grading, hauling, and building activities. Equipment proposed for these types of activities during construction would vary during different phases of construction—the majority of construction equipment during grading would be gas powered or diesel powered, and the later construction phases would require electricity-powered equipment, such as interior construction and architectural coatings. Construction also includes the vehicles of construction workers traveling to and from the project site and haul trucks for the export of materials from site clearing and the export and import of soil for grading. Since the project site area is already served by onsite electrical infrastructure by SCE, adequate infrastructure capacity is available to accommodate the electricity demand for construction activities and would not require expanded infrastructure. The construction contractors are also anticipated to minimize idling of construction equipment during construction and reduce construction waste by recycling. These required practices would limit wasteful and unnecessary electrical energy consumption. Furthermore, there are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in other parts of the state. Therefore, the proposed short-term construction activities would not result in

inefficient, wasteful, or unnecessary fuel consumption and impacts on electricity supply and infrastructure associated with short-term construction activities would be less than significant.

Natural Gas Consumption

Based on the air quality modeling, the proposed project has an average annual natural gas demand of 153,341 thousand British thermal units (kBTU) per year. Southern California Gas Company (SCGC) provides natural gas service for residential, commercial, and industrial uses. SCGC purchases natural gas from several bordering states. Most of the major natural gas transmission pipelines within the City are owned and operated by SCGC. The CPUC regulates SCGC, who is the default provider required by state law, for natural gas delivery to the City. SCGC has the capacity and resources to deliver gas except in certain situations that are noted in state law. As development occurs, SCGC will continue to extend its service to accommodate development and supply the necessary gas lines. SCGC does not base its service levels on the demands of the City; rather, it makes periodic upgrades to provide service for particular projects and new development. SCGC is continuously expanding its network of gas pipelines to meet the needs of new commercial and residential developments in Southern California. SCGC can provide additional connections if necessary once utility plans are finalized for the proposed project. Impacts to natural gas services would be less than significant and would not result in inefficient, wasteful, or unnecessary natural gas consumption. Natural gas is not expected to be consumed in any substantial quantities during construction of the project or during operation of the proposed project including the appliance packages for the residences. Therefore, project impacts on energy and gas associated with construction activities would be less than significant.

Transportation Energy

Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker traffic. Consumption of such resources would be temporary and would cease upon the completion of construction. Due to the limited scale of the proposed project and the provision to limit idling, construction activities would not result in inefficient energy consumption during construction. As such, construction-related energy impacts would be less than significant. Operation long-term operational energy use associated with the project includes electricity and natural gas consumption associated with the new buildings (e.g., lighting, electronics, heating, air conditioning, refrigeration), energy consumption related to water usage and solid waste disposal, and fuel consumption (gasoline and diesel) by vehicles associated with the project through the generation of new vehicle trips. The California Emissions Estimator Model (CalEEMod) version 2022.1.1.26 was used to estimate energy use at project operation based on four residential lots. At operation, the proposed project would result in the consumption of petroleum-and diesel fuel related to vehicular travel quantified as vehicle miles traveled (VMT) to and from the project site with the projected annual estimate of 134,936 VMT (unmitigated) for the project. Californians consumed 13.82 billion gallons of finished gasoline in 2021, or 38 million gallons per day. Diesel fuel is the second largest transportation fuel used in California, representing 17 percent of total fuel sales behind gasoline. According to the California State Board of Equalization, in 2022, 3.6 billion gallons of diesel (including offroad diesel) was sold. The project's consumption of gasoline and diesel would represent an insignificant fraction of statewide consumption. Therefore, the project would not result in the wasteful, inefficient, and unnecessary consumption of petroleum-based fuel during project operation. As such, operational-related energy impacts related to the consumption of petroleum-based fuel would be less than significant.

The project would also result in energy consumption for the provision of potable water to the residences through supply, treatment, and distribution. The project would comply with the Green Code, which includes standards to reduce potable water demand for both indoor and outdoor use.

By limiting water demand on-site through efficient irrigation of landscaping and water-efficient fixtures and appliances indoors, the wasteful or inefficient use of water would be reduced. Therefore, energy consumption associated with water use would be minimized. The greenhouse gas emissions analysis described in Section 4.8 Greenhouse Gas Emissions shows that the project's total emissions from all energy use, including solid waste management and water conveyance, will not exceed the SCAQMD threshold. The GHG analysis concludes that the project's emissions will be below the established threshold, which supports a conclusion that the project's use of energy will not be wasteful or inefficient. The proposed project will also be required to comply with Title 24 standards to improve energy efficiency of the residential structures. The proposed housing will conform to Whittier's Municipal Code which specifies lighting standards for all new exterior lighting, such as the requirement that outdoor lighting fixtures utilize energy-efficient fixtures and lamps. The housing development will also conform to landscaping plant materials being selected for energy efficiency and drought tolerance, and that the landscape plan be designed to minimize energy demand. As such, the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of electricity and natural gas during project operation. Therefore, operational-related energy impacts related to electricity and natural gas would be less than significant. In conclusion, energy would be consumed through daily activities the proposed buildings, the delivery of water for potable and irrigation purposes, solid waste management, and daily vehicle use. While the long-term operation of the project would result in an increase in energy consumption compared to existing conditions, the project will incorporate design measures (related to electricity, natural gas and water use) in compliance with Title 24, the Updated General Plan, and Municipal Code to minimize energy consumption. As such, the project would promote energy efficiency. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

b) **Less Than Significant Impact.** The project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. The project would comply with the Whittier Green Building Code to reduce energy consumption by implementing energy efficient building designs, reducing indoor and outdoor water demand, and installing energy-efficient appliances and equipment. These measures are consistent with the City's sustainability and smart-growth goals of improving energy and water efficiency in buildings, decreasing per-capita water use, using energy efficient appliances and equipment, and creating a more livable city. When implemented, the planned City actions may further decrease energy consumption from the project. These actions are not under the control of the project; however, they would nonetheless further reduce project-related energy use from nonrenewable sources.

The housing project would also implement features that would result in energy reductions beyond those specified by regulation by incorporating energy efficient design features. The project would incorporate water conservation, energy conservation, tree-planting, and other features for energy conservation. Therefore, the project would be consistent with the City's applicable plans for conserving energy and impacts would be less than significant.

The project would utilize construction contractors who demonstrate compliance with applicable CARB regulations restricting the idling of heavy-duty diesel motor vehicles and governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. The measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than 5 minutes at any given time. While intended to reduce construction emissions, compliance with the above anti-idling and emissions regulations would also result in energy savings from the use of more fuel efficient engines. According to the CARB

staff report that was prepared at the time the anti-idling Airborne Toxic Control Measure was being proposed for adoption in late 2004/early 2005, the regulation was estimated to reduce non-essential idling and associated emissions of diesel particulate matter and nitrogen oxide (NOX) emissions by 64 and 78 percent respectively in analysis year 2009. These reductions in emissions are directly attributable to overall reduced idling times and the resultant reduced fuel consumption.

CARB has also adopted emission standards for off-road diesel construction equipment of greater than 25 hp. The emissions standards are referred to as "tiers" with Tier 4 being the most stringent (i.e., less polluting). The requirements are phased in, with full implementation for large and medium fleets by 2023 and for small fleets by 2028. Field testing from construction equipment manufacturers has shown that higher tier equipment results in lower fuel consumption. For example, Tier 4 interim engines have shown a 5 percent reduced fuel consumption compared to a Tier 3 engine. Similar reductions in fuel consumption have been shown for Tier 3 engines compared to a Tier 2 engine.

The daily operation of the project would generate demand for electricity, natural gas, and water supply, as well as generating wastewater requiring conveyance, treatment and disposal off-site and municipal solid waste requiring collection and transport off-site. The project would comply with the applicable provisions of Title 24 and the Green Code in effect at the time of building permit issuance. The 2022 Building Energy Efficiency Standards focused on several key areas to improve the energy efficiency of newly constructed buildings. As part of the latest Code updates, the 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards. The housing project would be designed to include numerous energy and waste reduction features that would allow the project to comply with the Title 24 standards. Therefore, construction and operation of the project would be consistent with State and federal energy standards and would be designed to include numerous energy and waste saving features as well as waste reduction features. The project would also be sited in a transportation-efficient location and achieve reductions in VMT from private automobiles traveling to and from the site consistent with the 2022 Connect SoCal strategies. As a result, impacts would be less than significant.

Mitigation Measures

With the compliance with existing regulations, the project would not result in significant impacts associated with Energy.

Level of Significance After Mitigation

Not Applicable.

4.7 – Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			☑	
ii) Strong seismic ground shaking?			☑	
iii) Seismic-related ground failure, including liquefaction?			☑	
iv) Landslides?			☑	
b) Result in substantial soil erosion or the loss of topsoil?			☑	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			☑	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			☑	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☑		

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; UC Davis Soil Resource Laboratory, SoilWeb; EarthSafe, Phase I Environmental Investigation, Pickering Ave/Honolulu TR/Beverly Dr, APN 8126-033-025, Whittier, CA 90601 dated February 1, 2022; GSS Engineering, Inc., Preliminary Soil Investigation, Proposed Subdivision APN 8126-033-025 NWC of Beverly Drive and Pickering Avenue, Whittier, California, 90601 dated August 25, 2021; Partner, Phase II Subsurface Investigation Report, APN 8126-033-025, Whittier, CA 90603 dated March 7, 2022 and Partner, Soil Management Plan, Honolulu Terrace, APN 8126-033-025, Whittier, California 90603 dated December 9, 2022.

Environmental Setting

The City of Whittier is located along the southern section of the northwestern Puente Hills. West of the hills is a lowland plain that gently slopes to the southwest. The majority if the City is situated on the lowland surface.

The subject property is situated in the Peninsular Ranges geomorphic province. The Peninsular Ranges province is one of the largest geomorphic units in western North America. It extends approximately 975 miles south of the Transverse Ranges geomorphic province to the tip of Baja California. This province varies in width from about 30 to 100 miles. It is bounded on the west by the Pacific Ocean, on the south by the Gulf of California and on the east by the Colorado Desert Province. The Peninsular Ranges are essentially a series of northwest-southeast oriented fault blocks. Several major fault zones are found in this province. The Elsinore Fault zone and the San Jacinto Fault zone trend northwest-southeast and are found near the middle of the province. The San Andreas Fault zone borders the northeasterly margin of the province. More specific to the subject property, the site is located in an area geologically mapped to be underlain by alluvial fan deposits according to the Geotechnical Investigation.

The elevation is approximately 440 feet above mean sea level. Topography of the site ascends mildly from west to east. The total relief over the site is approximately 22 feet. Surface vegetation at the site consists of spares growth of wild grasses, trees, and plants. Local development adjacent to the site is residential.

Discussion

a.i) **Less Than Significant Impact.** The most significant fault system in the City is the Whittier-Elsinore fault zone. This fault zone runs parallel to the northwest City limits. The project site is located in the highly seismic Southern California region within the influence of several fault systems. However, the site does not lie within the boundaries of an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.

Risks associated with surface rupture are low and there is no impact expected. However, because the project site is located in the seismically active Southern California, all habitable structures must be built to seismic standards established in the California Building Code (CBC). The CBC sets the standards in the State for the development of all buildings and sets requirements for structural design, plumbing and mechanical fixtures, fire and smoke protection, construction materials, interior finishes, and any other elements that make up construction of structures. The City's Building and Safety Division is responsible for implementing not only the CBC but any additional code requirements that the City may have. Adherence to all code requirements will ensure that impacts associated with seismic activity are less than significant and no additional mitigation is required.

a.ii) **Less Than Significant Impact.** The Whittier-Elsinore fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California.

The proposed buildings are subject to the seismic design criteria of the California Building Code (CBC). The California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. Although

structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geological Survey (CGS) has designated certain areas within southern California as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. According to the Preliminary Soils Investigation, the project site is not located within an area mapped by the State of California for liquefaction potential. Based on the current mapping and the depth to groundwater, it is GSS Engineering's opinion that the liquefaction potential at the site is very low and further analysis appears to be unwarranted at this time. Other geologic hazards related to liquefaction, such as lateral spreading, are therefore also considered low. Impacts would be less than significant.

a.iv) **Less Than Significant Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. Topography of the site ascends mildly from west to east. The total relief over the site is approximately 22 feet. Surface vegetation at the site consists of spares growth of wild grasses, trees, and plants. The site is not located in an Earthquake-Induced Landslide Zone. This indicates a low probability for landslides. The project report concluded that the site is not considered susceptible to static slope instability or seismically induced landslides. Grading and construction would be performed in compliance with State and local codes and the recommendations of the geotechnical report. There is no potential impact to future residents from landslides.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on site. According to the Preliminary Soils Investigation, the natural soils disclosed in the test borings consist of medium dense to dense, very fine to coarse, silty , slightly porous to non-porous sand to the depth explored of 10 feet in Test Boring No. 1, and to depths of 6 to 8 feet in Test Boring Nos. 2, 3, and 4. Below this in Test Boring Nos. 2, 3, and 4 is firm, very fine to fine sandy siltstone to the depths explored of 10 to 20 feet. Fill was encountered in all test borings from the existing grade to depths of one to 5 feet. It consists of medium dense, fine to medium, silty sand with gravels, brick, and asphalt pieces.

The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Construction of the project will be required to have a PM_{10} Dust Control Plan to identify best management practices for the control fugitive dust. The intent of SCAQMD Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. Elements of the Dust Control Plan may appear as notes on the grading plan that must be approved by the City prior to any site disturbance.

Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be

covered completely by paving, structures, and landscaping. Compliance with regulatory requirements of the RWQCB and of SCAQMD would ensure that impacts with regard to soil erosion or loss of topsoil are less than significant and no mitigation is required.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.7.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any substantial change in grade, the potential for lateral spread occurring within the project area is considered to be low. The project is required to be constructed in accordance with the CBC and the requirements of the project soils investigation report. The CBC includes a requirement that any City-approved recommendations contained in the soil report be made conditions of the building permit. Based on the considerations of the project soil report, soils can be prepared to maintain stability sufficient to support the proposed project. The recommendations of the report will be implemented through the City's routine plan check and permitting processes. Impacts will be less than significant.

d) **Less Than Significant Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The geotechnical investigation included testing of site soil samples within the proposed building footprint for expansion potential. Based upon the collapse tests performed, the upper approximate site soils are anticipated to have a very low potential for hydroconsolidation (settlement due to the addition of water with or without additional loading). Therefore, there would be a less than significant impact.

e) **No Impact.** The entire City is served by an existing sewer system and therefore, has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

f) **Less Than Significant Impact.** No paleontological localities were previously reported within the project area. The entire project area is situated upon surface exposures of relatively recent alluvium that is unlikely to contain fossil material. Excavations within the project area would have to be of substantial depths to impact potentially fossiliferous Pleistocene sediments. Based on these findings, the proposed project's potential to impact significant, nonrenewable paleontological resources appears to be low within the typical depth of disturbance for residential development but potentially high at a greater but unknown depth. Therefore, no paleontological resource impact mitigation program is recommended for the proposed project unless a greater depth of disturbance is anticipated than typical surface grading and underground utility installation would require. However, if any potential paleontological remains are unearthed during the project, all work in the immediate area should be halted or diverted until a qualified paleontologist can evaluate the nature and significance of the finds.

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional paleontologist to examine the materials to determine whether they are a unique paleontological resource. If this determination is positive, the scientifically consequential information must be fully recovered by the paleontologist consistent with standard City protocol. However, if during

grading, any paleontological resources are uncovered Condition of Approval G-1 will be implemented. See Conditions Section below for the list of actions.

Conditions of Approval

G-1: If subsurface paleontological resources are encountered during grading or construction, all ground-disturbing activity will cease within 100 feet of the resource. A qualified paleontologist will be retained by the City/applicant to assess the find, and to determine whether the resource requires further study. No further grading will occur in the area of the discovery until the City approves the measures to protect the resources. Any archaeological artifacts or paleontological resources recovered as a result of mitigation will be donated to a qualified scientific institution approved by the City where they would be afforded long-term preservation to allow future scientific study.

Mitigation Measures

No mitigation measures are necessary because impacts to Geology and Soils will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.8 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			☑	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			☑	

Sources

Information used to prepare this section is from the following source: City of Whittier *General Plan Update, 2021* and California Emissions Estimator Model version 2022.1.1.26.

Environmental Setting

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

The evaluation of an impact under CEQA requires measuring data from a project against both existing conditions and a "threshold of significance." For establishing significance thresholds, the Office of Planning and Research's amendments to the CEQA Guidelines Section 15064.7(c) state "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

CEQA Guidelines Section 15064.4(a) further states, ". . . A lead agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use . . .; or (2) Rely on a qualitative analysis or performance-based standards."

CEQA Guidelines Section 15064.4 provides that a lead agency should consider the following factors, among others, in assessing the significance of impacts from greenhouse gas emissions:

- **Consideration #1:** The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- **Consideration #2:** Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- **Consideration #3:** The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

City of Whittier. As of the date of this report, the City of Whittier has not adopted a Climate Action Plan.

The proposed project would result in the subdivision of 0.73 gross acres/0.70 net acres of land plus the development and the on-going use of 4 single-family detached residential dwelling units and one attached accessory dwelling unit. The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment.

Discussion

a) **Less Than Significant Impact.** Construction of the facilities and utilization would generate greenhouse gas (GHG) emissions from equipment emissions. Once occupied operational emissions including transportation, off-site electricity generation, on-site natural gas consumption, water conveyance, treatment and wastewater disposal and biogenic decay of organic solid waste will also generate GHG emissions.

Greenhouse Gas Emissions - Construction

Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. Construction emissions are averaged over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations. CalEEMod annual GHG output

calculations are provided in Appendix B. Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project operational emissions. In doing so, construction GHG emissions are included in the overall contribution of the project, as further discussed in the following section.

Greenhouse Gas Emissions - Operation

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2022.1.1.26 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions for the original application consisting of 4 residential lots. The results are summarized in Table 4.8-1. The GHG emissions have been calculated for opening year 2025 without mitigation. The emissions inventory accounts for GHG emissions from construction activities and operational activities.

Operation emissions associated with the proposed residential housing would include GHG emissions from mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced offsite. Area sources are owned or controlled by the project (e.g., natural gas combustion and furnaces) and produced onsite. Construction activities are short term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project-based GHG inventory.

Table 4.8-1
Greenhouse Gas Emissions Inventory

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-C	CO_2	CH_4	N_2O	CO_2e
Area Sources	0.00	0.61	0.61	0.00	0.00	0.61
Energy Usage	0.00	89.3	89.3	0.01	0.00	89.6
Mobile Sources	0.00	303.00	303.00	0.01	0.01	308.00
Waste	1.72	0.00	1.72	0.17	0.00	6.00
Water	0.29	0.00	1.95	0.03	0.00	2.89
Amortized Construction Emissions	0.00	3.12	3.12	0.00	0.00	3.12
Total Emissions	**2.01**	**396.03**	**399.70**	**0.21**	**0.01**	**410.22**
SCAQMD and GHG Reduction Plan Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Source: CalEEMod Version 2022.1.1.26, Year 2025 emissions - Summer (opening year).

Table 4.8-1 shows that the proposed project in year 2023 would generate approximately 410.22 metric tons of CO2e per year of GHG emissions. According to the thresholds of significance established above, a cumulative global climate change impact would not occur since the GHG emissions created from the on-going operations would not exceed the screening threshold of

3,000 metric tons per year of CO2e. Therefore, the project will have less than significant impacts due to GHG contribution at operation. No mitigation will be required.

The project is also subject to the requirements of the California Green Building Standards Code. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Water Efficiency and Conservation [Indoor Water Use (4.303.1)]. Fixtures and fixture fittings reducing the overall use of potable water within the building by at least 20 percent shall be provided. The 20 percent reduction shall be demonstrated by one of the following methods:
    - Prescriptive Method: Showerheads (≤ 2.0 gpm @ 80 psi); Residential Lavatory Faucets (≤ 1.5 gpm @ 60 psi); Nonresidential Lavatory Faucets (≤.4 gpm @ 60 psi); Kitchen Faucets (≤ 1.8 gpm @ 60 psi); Toilets (≤ 1.28 gal/flush); and urinals (≤ 0.5 gal/flush).
    - Performance Method: Provide a calculation demonstrating a 20% reduction of indoor potable water using the baseline values set forth in Table 4.303.1. The calculation will be limited to the total water usage of showerheads, lavatory faucets, water closets and urinals within the dwelling.

- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)]. Irrigation Controllers. Automatic irrigation system controllers for landscaping provided by the builder and installed at the time of final inspection shall comply with the following:
    - Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' watering needs as weather or soil conditions change.
    - Weather-based controllers without integral rain sensors or communication systems that account for rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s).

- Construction Waste Reduction of at least 50 percent (4.408.1). Recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4; OR meet a more stringent local construction and demolition waste management ordinance. Documentation is required per Section 4.408.5. Exceptions:
    - Excavated soil and land-clearing debris.
    - Alternate waste reduction methods developed by working with local enforcing agencies if diversion or recycle facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite.

- The enforcing agency may make exceptions to the requirements of this section when jobsites are located in areas beyond the haul boundaries of the diversion facility.

- Materials pollution control (4.504.1 – 4.504.6). Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard.

- Installer and Special Inspector Qualifications (702.1-702.2). Mandatory special installer inspector qualifications for installation and inspection of energy systems (e.g., heat furnace, air conditioner, mechanical equipment).

Compliance with Green Building Standards and 2022 Title 24 Standards will further reduce project-related greenhouse emissions.

b) **Less Than Significant Impact.** Whittier has adopted the 2022 edition of the California Building Code (Title 24), including the California Green Building Standards Code. The project would be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials. The project does not include any feature (i.e. substantially alter energy demands) that would interfere with implementation of these State and City codes and plans. The City of Whittier does not have any additional plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government-adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project. As discussion under Section 4.3, Air Quality above, the project meets the goals of Connect SoCal to adapt to a changing climate and support an integrated regional development pattern and transportation network and encourages development of diverse housing types in areas that are supported by multiple transportation options. The project will construct adjacent roadways to their ultimate half-width right-of-way and will benefit from regional/local transit opportunities.

Pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the project's consistency with the CARB 2022 Scoping Plan is discussed below. It should be noted that the project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary since both of these plans have been superseded by the 2022 Scoping Plan. Project consistency with SB 32 is evaluated in the following discussion.

SB 32/2017 Scoping Plan Consistency

The project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer Rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. As such, the project would be consistent with the 2022 Scoping Plan.

In conclusion, the project does not conflict with a local plan adopted for the purpose of reducing GHG emissions. A less than significant impact will occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Greenhouse Gas Emissions will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.9 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			☑	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?			☑	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			☑	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			☑	
e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				☑

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			☑	
g) Expose people or structures, directly or indirectly to a significant risk of loss, injury or death involving wildland fires?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update, 2021*; California Department of Toxic Substances Control, EnviroStor; California State Water Resources Control Board, GeoTracker; California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit; California Department of Forestry and Fire Protection. Incorporated Fire Hazard Severity Zone: City of Whittier. Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area), September 2011; California Department of Transportation, Division of Aeronautics website, California Public Use Airport list; EarthSafe, Phase I Environmental Investigation, Pickering Ave/Honolulu TR/Beverly Dr, APN 8126-033-025, Whittier, CA 90601 dated February 1, 2022; GSS Engineering, Inc., Preliminary Soil Investigation, Proposed Subdivision APN 8126-033-025 NWC of Beverly Drive and Pickering Avenue, Whittier, California, 90601 dated August 25, 2021; Partner, Phase II Subsurface Investigation Report, APN 8126-033-025, Whittier, CA 90603 dated March 7, 2022 and Partner, Soil Management Plan, Honolulu Terrace, APN 8126-033-025, Whittier, California 90603 dated December 9, 2022.

Environmental Setting

Hazardous Waste Site

The City of Whittier has properties listed on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5. California Department of Toxic Substances Control Envirostar database.

The proposed project includes constructing multiple single family dwellings on the land to be subdivided. The California Department of Conservation Geologic Energy Management Division's (CalGEM) Well Finder map indicates "Chanchorena" 1 (0403718425) was located within the project's parcel boundaries. The Chanchorena□1 oil well was abandoned on 11/03/2020 and to CalGEM's standards as prescribed by law. This well may leak oil and/or gas and may pose a hazard in the future. The proposed structures will not impede future access to the well. The contractor may encounter the well during construction and should remain alert during grading of the project site.

Local Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia Avenue, Whittier approximately 0.9 miles to the southwest; Walter F. Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.8 mile to the southwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 1.1 mile southwest of the project site.

Public Airports/Private Airstrips

There are no private or public airports located within the City limits of Whittier. Fullerton Municipal Airport is located approximately 7 miles southeast of the City.

Discussion

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a primarily residential area within the city. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses which require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the subdivision and 4 single-family homes.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to project operation, a limited amount of widely used hazardous materials, including paints and other solvents, cleaners, and pesticides would be anticipated. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residential structures would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

b) **Less Than Significant Impact with Mitigation Incorporated.** Construction of the 4 housing units will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. The construction of proposed residential development requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials.

According to Partner, the handling of VOC-impacted soil is not anticipated during the soil disturbing activities considering the results of the previous subsurface investigation results. Therefore, the primary initial criterion for segregating soil generated during soil-disturbing activities will be the field observations of the General Contractor (GC) excavation personnel. Soil devoid of evident impacts (e.g., staining, odor) will be deemed suitable for unrestricted use and may be reused on-site as backfill material or exported off-site. Handling, exporting, and management of unrestricted soil will defer to the General Contractor. In the event that soil exhibiting discoloration and/or odor is encountered during soil-disturbing activities, it will be

segregated in separate stockpiles for Environmental Consultant (EC) assessment and off-site disposal.

Despite the fact that VOC-impacted soil is not anticipated during soil disturbing activities, if such are encountered, then such a contingency during excavation and grading at the Site will be managed under an Air Quality Management District (AQMD) plan.

To monitor for unanticipated VOC-impacted soil, the EC will provide an OVA that has been calibrated by the manufacturer within three months of the date of fieldwork. The organic vapor analyzer (OVA) will be calibrated prior to the start of fieldwork using hexane calibration gas (or the OVA readings will be correlated and expressed as hexane using equivalency factors provided by the manufacturer if a calibration gas other than hexane is used). During the course of the project, the GC will perform periodic soil screening and will notify the EC in the event that suspect VOC-impacted soils are encountered during general grading activities. Moreover, the EC will be present on-site for soil-disturbing activities in the immediate area(s) identified as possible VOC-impacted soil. Disturbed soil will be monitored with the OVA at a minimum frequency of one reading for every two cubic yards of soil excavated, not to exceed 15 minutes between readings. Readings will be collected no later than three minutes after excavation and at a distance of no more than three inches between the OVA intake and the soil surface.

If possible, VOC-impacted soils are encountered based on the OVA monitoring results, excavated soil will be segregated into soil registering OVA readings less than 1,000 parts per million (ppm) and soil registering OVA readings equal to or greater than 1,000 ppm. Stockpiled excavated soil classified as non-VOC-impacted will be exported off-site

Based on the planned residential development for the subject property, Partner recommends additional steps to further evaluate and/or mitigate the potential vapor intrusion concern. Partner also recommends development and implementation of a Soil Management Plan to address potential impacts and/or other unidentified subsurface features which may be encountered during future redevelopment activities at the subject property. See Mitigation Measure HM-1 and HM-2.

During construction, BMPs would be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of any substances. The development would employ standard construction practices such that any materials released are appropriately contained and remediated as required by the Los Angeles County Fire Department (LACoFD), and the local Certified Unified Program Agency for hazardous materials in the region. With implementation of standard conditions, hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment would be less than significant with mitigation.

c) **Less Than Significant Impact.** The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia Avenue, Whittier approximately 0.9 miles to the southwest; Walter F. Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.8 mile to the southwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 1.1 mile southwest of the project site. Operation of the proposed project—a 4 lot residential subdivision and development project—would not generate any hazardous emissions, and storage, handling, production or disposal of acutely hazardous materials is not required or proposed for any aspect of this project. As discussed in Section 4.9.b, existing regulations address potential off-site construction-related hazards associated with demolition of the existing onsite structures. Impact would be less than significant with implementation of existing regulations. Therefore, the project would not result in impacts to schools due to hazardous materials handling or emissions and no mitigation is required.

d) **Less than Significant Impact.** A review of known electronic database listings for possible hazardous waste generating establishments, as well as sites with known environmental concerns was conducted. Facilities were identified by county, state, or federal agencies that generate, store, or dispose of hazardous materials. The project is not located on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 as identified on the California Department of Toxic Substances Control Envirostar database. Impacts will be less than significant.

e) **No Impact.** There are no private or public airports located within 2 miles of the project area. The project would not alter air traffic patterns or encourage future developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. Therefore, the project would not result in safety hazards from proximity to airports for people living in the project area or excessive noise for people residing or working in the project area. No impact will occur.

f) **Less Than Significant Impact.** The proposed development is an infill project. The project would increase the population of the area by approximately 14 persons. Given the increase in built square footage on the site, the proposed project may increase employment in the area. Per State Fire and Building Codes, sufficient space will have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the units. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9). The site plan includes access points from Beverly Drive and Honolulu Terrace for the residential development.

The project driveways would allow emergency access and evacuation from the site, and would be constructed to California Fire Code specifications. Over the long term, the project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the development would be limited to lateral utility connections, construction of driveways on Beverly Drive and Honolulu Terrace, installation of street trees, and extensions of the storm drain and water systems; all of which would be limited to nominal potential traffic diversion. Project impacts would be less than significant.

g) **Less Than Significant Impact.** The project site is located within an urbanized area of the City of Whittier and is located within a Very High Fire Severity hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE) and the City's General Plan. Each lot is required to be designed to minimize impacts and have a fuel modification plan approved by the County of Los Angeles Fire Department Prevention Services Bureau. Parcel 4 has completed their review and their plan was approved February 22, 2023. The Building and Safety Division is responsible for reviewing the building plans for compliance with Very High Fire Severity zones as a standard Condition of Approval. Occupancy is subject to onsite inspection and approval of required fuel modification. Inspections are to be performed by Forestry Division personnel.

The project is responsible for implementing the following applicable goals and policies from the General Plan Update related to wildland fires:

Public Safety, Noise, and Health Element

> **Goal 3:** Reduced risk of fire and minimized consequences from fire events.

Policies

PSHN-3.1: Prevent fires by conducting routine inspections, incorporating fire safety features in new development, and educating the public to take proactive action to minimize fire risks.

PSHN-3.2: Ensure that the City has adequate Fire Department resources (fire stations, personnel, and equipment) to meet response time standards, keep pace with growth, and provide a high level of service to the community.

PSHN-3.3: Enforce fire standards and regulations in the course of reviewing building plans and conducting building inspections.

PSHN-3.4: Require new development projects to have adequate water supplies to meet the fire- suppression needs of the project without compromising existing fire suppression services to existing uses.

PSHN-3.5: Maintain code enforcement programs that require private and public property owners to minimize fire risks by maintaining buildings and properties to prevent blighted conditions, removing excessive or overgrown vegetation (e.g., trees, shrubs, weeds), and removing litter, rubbish, and illegally dumped items from properties.

Goal 5: A community that proactively prevents wildfires and protects life, property, infrastructure, and habitats from wildfire impacts.

PSHN-5.1: Minimize new residential development within the Very High Fire Hazard Severity Zones.

PSHN-5.2: Require special on-site fire protection measures to be specified during project review for areas where wildfire hazards potential exists, specifically areas of hilly areas with slopes of 10 percent or greater, access problems, lack of water or sufficient pressure, and/or excessively dry brush.

PSHN-5.3: Ensure new development adheres to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.

PSHN-5.4: Regulate and enforce the installation of fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.

PSHN-5.5: Require new development within Very High Fire Hazard Severity Zones to include a fire protection plan that addresses landscape/fuel modification installation, incorporates open areas to complement defensible spaces, identifies possible refuge areas, and maps multiple ingress and egress routes.

PSHN-5.6: Require new development within Very High Fire Hazard Severity Zones to provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the

location and direction of evacuation routes and at least two points of ingress and egress.

PSHN-5.7: Require new development within and adjoining Very High Fire Hazard Severity Zones to prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.

PSHN-5.8: Require new development, and as feasible with existing development, to provide long-term maintenance of defensible space clearances around structures, subdivisions, and fuel breaks within Very High Fire Hazard Severity Zones.

PSHN-5.9: Conduct a survey of existing residential structures within the Very High Fire Hazard Severity Zones to identify non-conforming buildings related to fire safety standards and consult with property owners to bring those properties into compliance with the most current building and fire safety standards.

PSHN-5.10: Identify at-risk populations that would be vulnerable during wildfire evacuations.

See continued discussion under Section 4.20 Wildfires below. Project impacts would be less than significant with the incorporation of standard requirements.

Mitigation Measures

Based on the potential for hazardous materials, Partner recommends the following mitigation measures that would reduce the potential affects to any hazards to a less than significant impact.

HM-1: During grading activities, additional soil sampling and soil remediation shall be completed for localized contamination as per the recommendations of the Soil Management Plan. If contamination exists in levels determined to be hazardous, such soil shall be removed and disposed of consistent with State regulations. Documentation verifying appropriate disposal of hazardous wastes/soils from grading activities shall be provided to the City Community Development Director prior to commencement of building construction. The applicant shall bear the cost of implementing this mitigation.

HM-2: Prior to the issuance of building permits for each lot, a methane and volatile organic compound mitigation systems plan and specification shall be prepared and submitted to the City for a vapor barrier design for review and approval.

Level of Significance After Mitigation

Hazards and Hazardous Materials impacts will be less than significant with standard conditions and mitigation satisfied.

4.10 – Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			☑	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			☑	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			☑	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			☑	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			☑	
iv) impede or redirect flood flows?			☑	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			☑	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update, 23021*; Whittier Municipal Code; Flood Insurance Rate Maps (FIRM), EarthSafe, Phase I Environmental Investigation, Pickering Ave/Honolulu TR/Beverly Dr, APN 8126-033-025, Whittier,

CA 90601 dated February 1, 2022; GSS Engineering, Inc., Preliminary Soil Investigation, Proposed Subdivision APN 8126-033-025 NWC of Beverly Drive and Pickering Avenue, Whittier, California, 90601 dated August 25, 2021; Partner, Phase II Subsurface Investigation Report, APN 8126-033-025, Whittier, CA 90603 dated March 7, 2022; Partner, Soil Management Plan, Honolulu Terrace, APN 8126-033-025, Whittier, California 90603 dated December 9, 2022; and Landevelopment Engineering, Inc., Conceptual Grading Plan Tract No. 83421 dated October 23, 2023.

Environmental Setting

The developed portions of Whittier are served by an extensive municipal storm drain network that is maintained by the City and designed to collect all urban runoff. These drain eventually to the Los Angeles River. While existing flood control structures have provided significant protection from uncontrolled flooding, inadequacies in the local drainage system have caused occasional localized flooding.

Federal and State Oversight

The federal Clean Water Act (CWA) is the principal federal law that provides for the protection of water quality. The primary objectives of the CWA are to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters," and to make all surface waters "fishable" and "swimmable." The U.S. Environmental Protection Agency (EPA) is the designated federal agency responsible for implementing the CWA and it has further delegated authority to the State Water Resources Control Board (SWRCB) and associated Regional Water Quality Control Boards (RWQCB) for compliance with the CWA. Relevant programs identified in the CWA include the National Pollution Discharge Elimination System (NDPES) program which regulates discharge of pollutants from known sources (point sources), as well as non-point sources, into waters of the United States through the issuance of permits. As part of the NPDES program, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared for construction activities affecting greater than one acre because the discharge of stormwater during construction is considered a non-point source of water pollution.

Stormwater Pollution Prevention Plans

According the Storm Water Program run by the State Water Resources Control Board (SWRCB), the property owners shall also prepare a SWPPP in accordance with state requirements. All construction projects which could potentially have an adverse impact on the City's municipal separate storm sewer system or waters of the State shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWPPP.

Discussion

a) **Less Than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These

regulations include preparation of a Storm Water Quality Management Plan (SWQMP) to reduce potential post-construction water quality impacts.

Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity issued by the State Water Quality Control Board. The General Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the Environmental Protection Agency (EPA), as authorized by the Clean Water Act. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that the project would use to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB).

The project applicant will be required to comply with NPDES permit requirements through the preparation and implementation of a SWPPP for construction activities. The City's Public Works Director will review the application for compliance with applicable regulations and to ensure that no water quality standards or discharge requirements are violated. In addition, the Public Works Department has conditioned the following:

- Prior to any site grading, a Standard Urban Stormwater Management Plan (SUSMP), utilizing Best Management Practices to control or reduce the discharge of pollutants to the maximum extent practical, shall be prepared and approved by the City's Public Works Department.

With regard to long-term stormwater management, the project applicant/developer is required to comply with Whittier Municipal Code Chapter 8.36, stormwater and runoff pollution control requirements. In addition, the applicant/developer will be required to prepare a water quality management plan (WQMP) to implement measures as outlined by the Los Angeles RWQCB, which typically include, but are not limited to: 1) guidance, operation and maintenance for all source control, site design, and treatment control BMPs; and 2) operation and maintenance activities, which include maximizing canopy interception and water conservation, landscape planning, roof runoff controls, efficient irrigation, storm drain system signage, trash storage areas and litter control, employee training/education program, protect slopes and channels, common area catch basin inspection, energy dissipaters, pervious concrete/alternative materials, and storm filter filtration systems. Standard conditions of the WQMP will also include providing a thorough description of operation and maintenance activities, and providing a schedule of the frequency of operation and maintenance for each BMP. The inclusion of the aforementioned standard conditions, which reflect the Los Angeles RWQCB's WQMP and BMP requirements, sufficiently address stormwater runoff and would reduce impacts to water quality standards or waste discharge requirements to a less-than-significant level with implementation of the standard regulatory requirements.

b) **Less Than Significant Impact.** If the project removed an existing groundwater recharge area or substantially reduced runoff that results in groundwater recharge, a potentially significant impact could occur. No groundwater was found within 20 feet beneath the site, according to records referenced in the Preliminary Soils Report for the project site. Project-related grading would not reach these depths and no disturbance of groundwater is anticipated. The proposed building footprint areas would increase impervious surface coverage on the site. The total amount of infiltration on site would be decreased over existing conditions. Since this site is currently vacant and is not managed for groundwater supplies, this change in infiltration would not have a significant effect on groundwater supplies or recharge.

The project would be required to comply with Chapter 13.42 (Water Conservation in Landscaping) and 13.43 (Water Efficient Landscaping) of the City of Whittier Municipal Code, which would lessen the project's demand for water resources. Also, CBC Title 24 water efficiency measures require a demonstrated 20 percent reduction in the use of potable water. The project's landscaping plans include drought tolerant landscaping materials. Compliance with Title 24 and the City's Water Conservation in Landscaping and Water Efficient Landscaping Ordinances will reduce the proposed project's impacts to groundwater supplies to a level of less than significant. Water supply is further discussed in Checklist Response 4.19.

c.i) **Less Than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. There are no streams cross the project site; thus, the project would not alter any stream course. The project will collect and convey run-off from upstream areas and convey these flows through the site, to the storm drainage system. A site drainage plan is required by the City of Whittier and would be reviewed by the City Engineer. The final grading and drainage plan shall be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the City's NPDES permit. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. Impacts will be less than significant.

c.ii) **Less Than Significant Impact.** The project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite as determined by the City's Public Works Department. Impacts will be less than significant.

c.iii) **Less Than Significant Impact.** The City's existing storm water drainage system is adequate to accommodate runoff from any future land uses subject to the provisions of this project. The project would not adversely affect provisions for retention and infiltration of stormwater consistent with the City's Low Impact Development (LID) policies. The 4-lot subdivision will not 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. During construction, the project applicant would be required to develop and implement a SWPPP as required by law; this would prevent polluted runoff from leaving the construction site. Adherence to all code requirements for the construction of the 4 single-family houses will ensure that impacts associated with drainage activities are less than significant and no additional mitigation is required.

c.iv) **Less Than Significant Impact.** The Federal Emergency Management Agency (FEMA) produces maps (Flood Insurance Rate Map) that identify areas that are located in flood zones. The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain on Panel 06037C01835F, effective September 26, 2008. Therefore, the project will not impede or redirect flood flows. Impacts will be less than significant.

d) **Less Than Significant Impact.** According to the General Plan Update, the project site is not located within a flood hazard, tsunami, or seiche zones. The project will not result in a risk release of pollutants due to project inundation. Therefore, the project will be a less than significant impact.

e) **Less Than Significant Impact.** During construction, the project applicant would be required to develop and implement a SWPPP as required by law; this would prevent polluted runoff from

leaving the construction site. The project by design will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The future structures to be constructed on the site will be required to meet and comply with all applicable city and State building codes to reduce impacts to water quality to less-than-significant level.

Mitigation Measures

No mitigation measures are necessary because Hydrology impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.11 – Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			☑	

Sources

Information used to prepare this section is from the *City of Whittier General Plan Update*, 2021.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 15 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections.

The proposed project site is in an area that is mainly developed with residential uses. The General Plan Land Use Designation of Low Density Residential, which allows for 3.1-7 dwelling units per acre. The intended use for this designation is single-family detached residences in a low-density setting. The project site is zoned R-1 Single-Family Residential Zone.

Discussion

a) **No Impact.** The proposed infill project is surrounded by residential uses. The project is compatible with the surrounding land uses along Honolulu Terrace and Beverly Drive and will not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. The project will complete half-width right-of-way improvements along Honolulu Terrace and Beverly Drive. Therefore, no impact will occur.

b) **Less than Significant Impact.** The project would not conflict with the City's General Plan or any other applicable land use plans and policies. The project is consistent with goals and objectives in the existing Land Use Element of the General Plan. The project site is in the Low Density Residential land use category as identified by the Land Use Element of the City of Whittier General Plan Update. The proposed project includes Tentative Parcel Map No. 21-0001 (TPM 83421), Development Review No. DRP22-0021 and Accessory Dwelling Unit No. ADU24-0090 which is a request to allow the division of one parcel containing approximately 0.73-gross acres/0.70 net acres into 4 residential lots with the proposed construction and use of a single-family detached product together with the construction of an attached accessory dwelling unit on Parcel 4 plus the required on-site infrastructure improvements under Development Permit DRP 22-0021.

Whittier offers a wide range of housing densities and products to meet the demand of current and future residents with equally varying lifestyles. The Low Density Residential designation is envisioned for single-family detached residences in low-density setting with 3.1-7 du/acre. The proposed project satisfied the vision for this designation with single-family detached residences at 5.7 dwelling units per acre.

General Plan Consistency

A detailed analysis of the Project's consistency with the policies of the various elements of the City's General Plan and related to topics of environmental concern is provided in Table 4.11-1: General Plan Consistency Analysis. The analysis contained in Table 4.11-1 concludes that the proposed project would be consistent with the City's General Plan because due to the residential lots would be located within a Low Density Residential designated area, which is suitable for the proposed use. Therefore, implementation of the proposed project would not result in significant land use impacts due to inconsistency with the City's General Plan. Accordingly, impacts would be less than significant.

Table 4.11-1
General Plan Consistency Analysis

Applicable General Plan Policy	Project Consistency
LUCC-1.4: Require new and infill development be sensitive to neighborhood context, building form, and scale.	Consistent. The project complies with development standards, design guidelines, and policies to preserve and enhance the character of Whittier's neighborhoods.
PSNH-5.1: Minimize new residential development within the Very High Fire Hazard Severity Zones.	Consistent. The project would be required adhere to the standards and regulations in the General Plan and Municipal Code.
PSNH-5.3: Ensure new development adheres to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building	Consistent. The project is required adhere to the standards and regulations in the California Building Code and Fire Code.

Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.	
PSNH-5.4: Regulate and enforce the installation of fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.	Consistent. The project is required install fire hydrants provide adequate fire flow, fire sprinkler, or suppression systems.
PSNH-5.5: Require new development within Very High Fire Hazard Severity Zones to include a fire protection plan that addresses landscape/fuel modification installation, incorporates open areas to complement defensible spaces, identifies possible refuge areas, and maps multiple ingress and egress routes.	Consistent. The project will provide a fire protection plan to address landscape/fuel modification installation, incorporate open areas to complement defensible spaces, identify possible refuge areas, and map multiple ingress and egress routes.
PSNH-5.6: Require new development within Very High Fire Hazard Severity Zones to provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.	Consistent. The project will provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.
PSNH-5.7: Require new development within and adjoining Very High Fire Hazard Severity Zones to prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.	Consistent. The project will prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.
PSNH-7.2: Promote the proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households, businesses, and government operations.	Consistent. The project will provide proper collection, handling, recycling, reuse, treatment, and long-term disposal of hazardous waste from households.

Source: Whittier General Plan Update 2021.

Zoning Consistency

The project is in character with the intent of the R-1 Single-Family Residential Zone in that the zone is intended to promote the development of low-density, single-family detached residential units. The construction of single family homes is permitted with the approval of a Development Permit. Development Permit DRP22-0021 proposes a density of 5.7 dwelling units per acre with lots sizes ranging from 7,605 to 7,660 square feet. The project satisfies the residential

development standards identified in Section 18.16.030 of the City's Municipal Code for lot area, setbacks, lot width, and maximum height in feet as demonstrated in Table 4.11-2.

Table 4.11-2
Development Standard Comparison

Standard	Residential Low	Development Permit DRP22-0021
Minimum Lot Area (square feet)	7,000	7,605 (Parcel 3) 7,625 (Parcel 4) 7,644 (Parcel 2) 7,660 (Parcel 1)
Lot Width (feet) Corner Lot Width	60 65	62 104
Minimum Yard Area		
Front Yard (feet)	20	20
Rear Setback (feet	5	5
Side Setback minimum (feet)	5	5
Side Setback Street Side (feet)	10	10
Building Bulk (%)	40	42 (Parcel 4)
Maximum Structure Height (feet)	35	29'3"

Source: San Bernardino Municipal Code.

Therefore, the implementation of this project at this site is largely consistent with the City's plans and policies. Based on the preceding information, implementation of the proposed project would not 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, zone classification, or the City's Municipal Code) adopted for the purpose of avoiding or mitigating an environmental effect. No adverse impacts are anticipated under this issue and no additional mitigation is required.

Regional Transportation Plan/Sustainable Communities Strategy Consistency

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and in that capacity bears the responsibility under SB 375 to implement and administer regional transportation plans (RTPs) and sustainable communities strategies (SCSs) for purposes of achieving the goals for reducing greenhouse gases as envisioned by AB 32.

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). The 2016-2040 RTP/SCS contains a forecasted transportation system and development pattern for the region, which, if implemented, will reduce greenhouse gas emissions to meet regional greenhouse gas emission reduction targets, which CARB had established as eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035.

On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016-2040 RTP/SCS and determined that the 2016-2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and thus, met the criteria to be a sustainable communities strategy. The 2016-2040 RTP/SCS was last amended in September 2018, to reflect CARB's revised long-range GHG emissions reduction target of 19 percent below 2005 per capita emissions levels by 2035.

The 2020-2045 RTP/SCS (also known as the Connect SoCal plan) is SCAG's most recent update to the 2016-2040 RTP/SCS. Like the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020 2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target.

The project would be required to comply with the goals and policies of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). As shown in Table 4.11-3: SCAG RTP/SCS Consistency Analysis, the proposed Project would be consistent with the goals and policies of the plan. As such, no impacts related to regional plan inconsistency would occur.

Table 4.11-3
SCAG RTP/SCS Consistency Analysis

Goal/Principle/Strategy	Project Consistency
G1 Encourage regional economic prosperity and global competitiveness.	Not Applicable. This goal is directed toward SCAG as it relates to encouraging regional economic prosperity and global competitiveness and does not apply to individual development projects.
G2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent. As an individual development, the project is limited in its ability to maximize mobility and access for people and goods in the SCAG region. However, the project would not create substantial traffic impediments that would affect the accessibility of goods in the region and it would provide added mobility in the immediate vicinity of the project through the incorporation of sidewalks and construction of ultimate road rights-of-way.
G3 Ensure the preservation, security, and resilience of the regional transportation system.	Not Applicable. As an individual development, the project is limited in its ability to ensure security and resilience of the regional transportation system. There are no components of the project that would result in the deterioration of the transportation system.
G4 Increase person and goods movement and travel choices within the transportation system.	Not Applicable. As an individual development, the project is limited in its ability to maximize the goods movement and travel choices within the SCAG region. However, the project would not create substantial traffic impediments and would not affect the accessibility of goods to the surrounding area.

G5 Reduce greenhouse gas emissions and improve air quality.	Consistent. While the project would not improve air quality or reduce greenhouse gas emissions, it would not prevent SCAG from implementing actions that would improve air quality within the region and the project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards and Consistent with Policy NR-1.9.
G6 Support healthy and equitable communities.	Consistent. The project would comply with Citywide goal and policies to support healthy and equitable communities. Additionally, the project would construct improvements, including sidewalks, which would encourage walking in the project area.
G7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. This policy would be implemented by cities and the counties within the SCAG region as part of their overall planning efforts; the project however is consistent with residential use planned for the area.
G8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The project would not conflict with this goal.
G9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. The proposed project would develop 4 new residential lots and housing units in an area that is designated and zoned for residential development. The project area is served by roads, transit, bicycles and sidewalks.
G10 Promote conservation of natural and agricultural lands and restoration habitats.	Consistent. The proposed project would be consistent with goals and policies of the City's General Plan and would not cause significant environmental impacts to agricultural lands or biological resources.
P1: Base transportation investments on adopted regional performance indicators and MAP-21/Fast Act regional targets.	Not Applicable. This principle regarding transportation investments is directed toward SCAG and does not apply to individual development projects.
P2: Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	Not Applicable. This principle regarding funding is directed toward SCAG and does not apply to individual development projects.

P3: Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	Not Applicable. This principle regarding land use and growth strategies that recognize local input, promote sustainable transportation options, and supports equitable and adaptable communities is directed toward SCAG and does not apply to individual development projects.
P4: Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	Not Applicable. This principle about encouraging investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use is primarily directed toward SCAG and does not apply to individual development projects.
P5: Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	Not Applicable. This principle is directed toward SCAG and does not apply to individual development projects.
P6: Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	Not Applicable. This principle about monitoring progress on all aspects of the plan is directed toward SCAG and does not apply to individual development projects.
P7: Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	Not Applicable. This principle is directed toward SCAG and does not apply to individual development projects.
S1: Focus Growth Near Destinations and Mobility Options.	Consistent. The project would develop 4 new residential units in the Low Density Residential designation. The project has access to bus routes along Beverly Boulevard within 0.5 miles of the project site.
S2: Promote Diverse Housing Choices.	Consistent. The project would construct 4 residential units of various sizes in the R-1 zone and is planned for the construction of additional accessory dwelling units.
S3: Leverage Technology Innovations.	Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.
S4: Support Implementation of Sustainability Policies.	Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.
S5: Promote a Green Region.	Not Applicable. This broad strategy is directed toward SCAG and does not apply to individual development projects.

Source: SCAG 2020-2045 RTP/SCS, 2020.

Mitigation Measures

No mitigation measures are necessary because impacts to Land Use and Planning will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.12 – Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				☑

Sources

Information used to prepare this section is from the *City of Whittier General Plan Update*, 2021.

Environmental Setting

Tertiary sedimentary formations on the Puente Hills contain conglomerate and sandstone deposits which may be used for aggregate. Thus, the hills have a potential for these resources, although insufficient data is available to determine if the deposits in the Puente Hills are significant and can be economically mined. No significant aggregate resources have been identified by the State Department of Mines and Geology in the Whittier area.

According to the City's General Plan Update, Figure NRC-3 Mineral Resources, the City contains several areas within the San Bernardino region have been classified as Mineral Resource Zone 2 (MRZ-2). MRZ-2 areas indicate the existence of a construction aggregate deposit that meets certain State criteria for value and marketability based solely on geologic factors. The project site is located in the MRZ-3 zone, which designates areas containing mineral resources where the significance cannot be evaluated from available data.

Discussion

a-b) **No Impact.** The project is located within a fully urbanized City of Whittier. The project does not propose any alteration of local mineral resource land uses and there are no mineral resource activities that would be altered or displaced by project implementation. No further discussion is required.

No Impact. The project site, located within an urbanized area of the City of San Bernardino, is predominately surrounded by residential uses and an elementary school. The General Plan, Natural Resources and Conservation chapter describes the importance of conservation of significant mineral deposits. The project site and adjacent lands are located within an MRZ-3 zone, where the significance of mineral deposits cannot be determined. These properties are fully developed with residential uses. Mineral production is not compatible with the project area due to urbanization and location of residential uses near the project site. Development would not result in the loss of a known mineral resource. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Mineral impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.13 – Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		☑		
b) Generation of excessive groundborne vibration or groundborne noise levels?		☑		
c) For a project located within the vicinity or a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				☑

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021; City of Whittier Municipal Code; United States Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual FTA Report No. 0123; and United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.

Environmental Setting

Noise Terminology

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A- weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which means a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease.

Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq(3) would represent a 3-hour average. When no period is specified, a one-hour average is assumed.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by Caltrans publication, *Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects*.

Vibration

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of groundborne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Noise Standards

State Regulations

State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for both exterior-to-interior sound insulation, as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn/CNEL, with windows closed, in any habitable room for general residential uses.

City of Whittier General Plan

The Whittier Noise Guidelines for land use planning reflects the City's interpretation of noise guidelines promulgated by the California Office of Noise Control. The guidelines provide the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels.

Vibration Standards

The City of Whittier does not have a published vibration impact criterion. The California Department of Transportation (Caltrans) has published one of the seminal works for the analysis of groundborne noise and vibration relating to transportation- and construction-induced vibrations and although the project is not subject to the regulations, it serves as a useful tool to evaluate vibration impacts. A vibration impact would generally be considered significant if it involves any construction-related or operations-related impacts in excess of 0.2 +inches per second (in/sec) PPV.

The project proposes to subdivide 0.73-gross acres/0.70-net acres into 4 single-family residential lots for the development and construction of 4 single-family detached residential dwelling units with one attached accessory dwelling unit on Parcel 4. The project site is bordered by Honolulu Terrace and Beverly Drive. There are single-family detached residential dwelling units surrounding the site. The main noise sources in the area that could affect the project site would be associated with traffic along Honolulu Terrace and Beverly Drive. The General Plan based exterior/interior traffic noise level projections on average daily traffic volumes (ADTs), topography, and the centerline distances from the subject roadways. Secondary noise sources would be associated with residences, such as air conditioning units and various maintenance activities including landscaping or home improvement.

Discussion

a) **Less Than Significant Impact with Mitigation Incorporated.** Infill development involves construction in close proximity to existing residents and businesses. Temporary noise impacts during construction are to be mitigated by use of a construction management plan and a prohibition on pile driving. Design features include the following measures: working only within approved construction hours; building construction to provide 45dBA sound attenuation for new residents, and use of specified windows, sealing techniques, and mechanical ventilation where required.

Construction Noise Impacts

The project site lies adjacent to single-family residential dwellings that may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, ground clearing, excavation, grading, and building activities. Project generated construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Site grading is expected to produce the highest sustained construction noise levels. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, a water truck (modeled as a dump truck), and a backhoe. Construction noise will have a temporary or periodic increase in the ambient noise levels above existing within the project vicinity. Table 4.13-1, Typical Construction Equipment Noise Levels identifies the level of

noise generated by construction equipment associated with thedevelopment of residential housing.

Table 4.13-1
Typical Construction Equipment Noise Levels

Type	Lmax (dBA) at 50 Feet	Lmax (dBA) at 100 Feet
Air Compressor	80	74
Backhoe	80	74
Concrete Mixer	85	79
Dozer, Excavator, Grader, or Scraper	85	79
Generator	82	76
Paver or Roller	85	79
Pneumatic Tool	85	79
Pump	77	71
Saw, Electric	76	70
Truck	84	78

Source: FTA Transit Noise and Vibration Impact Assessment Manual, Sept. 2018.

While the City establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise. Therefore, to evaluate whether the project will generate a substantial increase in the short-term noise levels at the offsite sensitive receptors (residences), the construction-related noise level threshold is based on the National Institute for Occupational Safety and Health (NIOSH) recommended exposure limit (REL) for occupation noise exposure at 85 dBA, as an 8-hour time-weighted average (85 dBA – 8-hr TWA).

The highest equipment noise level as indicated in Table 4.13-1 will be equipment operating at 85 dBA. During the construction phase the noise levels will be the highest as heavy equipment pass along the project site boundaries. During the site preparation and the grading phase, equipment will not be stationary, rather equipment will be moving throughout the site and varying speeds and power levels and as a result not operating at the maximum noise level for the entire work day. From the center of the site to the nearest sensitive receptor is over 330-feet which would decrease the 85 dBA noise level to 68.6 dBA. These levels are below the NIOSH REL of 85 dBA 8-hour TWA, and would be less than significant. Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area.

Project construction noise levels are expected to be below the recommended 8-hour construction noise threshold provided by the FTA for adverse community reaction at the adjacent residential, taking into account the mitigation measures mentioned below. However, the project construction would still generate noise levels in exceedance of ambient conditions at the adjacent residential land uses. As a result, several mitigation measures are recommended to reduce construction noise impacts to the surrounding sensitive land uses:

N-1: The project shall prepare a construction management plan to be approved by the City of Whittier Community Development Department prior to initiating construction. The construction management plan shall include best management practices to reduce construction noise levels. Best management practices may include the following:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).

- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Post a sign in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

Adherence to the allowed hours of operation, and implementation of the measure N-1 presented in below, will minimize construction noise impacts.

Operational Noise Impacts

Typical operational sound levels generated by single-family residential activities include normal outdoor conversations, air conditioner units, and lawn care equipment with levels as indicated below:

- Normal conversation, air conditioner - 60 dBA
- Gas-powered lawnmowers and leaf blowers – 80 to 85 dBA.6

Noise generated from air conditioners and lawn care equipment is not at constant and consistent levels throughout the day. Lawn care is performed during daylight hours for short durations and although air conditioners are operating both day and night they are cycling on/off with windows closed conditions. Noise levels would be attenuated as with mobile noise sources with standard building construction and windows closed by approximately 25 dBA.

The USEPA identifies noise levels affecting health and welfare as exposure levels over 70 dBA over a 24-hour period. Noise levels for various levels are identified according to the use of the area. Levels of 45 dbA are associated with indoor residential areas, hospitals, and schools, whereas 55 dBA is identified for outdoor areas where typical residential human activity takes place. According to the USEPA levels of 55 dbA outdoors and 45 dbA indoors are identified as levels of noise considered to permit spoken conversation and other activities such as sleeping, working, and recreation, which are part of the daily human condition. Levels exceeding 55 dbA in a residential setting are normally short in duration and not significant in affecting health and welfare of residents.

Through compliance with mandatory City requirements and ordinances to reduce noise during construction, the project's construction noise impacts will not result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project. In addition, the project's operational noise would be less than significant and as such impacts to the environment for noise are less than significant.

b) **Less Than Significant Impact with Mitigation Incorporated.** A significant impact would occur if project construction or operation results in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. The City allows vibration from temporary construction. There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. Table 4.13-2 Vibration Source Levels for Construction Equipment identifies ground vibration levels associated with several types of construction equipment.

Table 4.13-2
Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large Bulldozer	0.089

Source: FTA Transit Noise and Vibration Impact Assessment Manual, Sept. 2018.

For example, operation of a large bulldozer could reach up to 0.089 PPV at a distance of 25 feet. Groundborne vibration at sensitive receptors associated with this equipment would drop off as the equipment moves away. For example, as a bulldozer moves further than 100 feet from the sensitive receptors, the vibration associated with it would drop below 0.019 PPV. It should be noted that these vibration levels are reference levels and may vary slightly depending upon soil type and specific usage of each piece of equipment.

The primary effect of perceptible vibration is often a concern. However, secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. Vibration can be annoying to people in buildings at a peak particle velocity (PPV) of 0.20. Due to the proximity of adjacent single-family detached residential dwelling units, project construction activities within 15 feet of the dwelling units may result in groundborne vibration that is annoying. Annoyance is expected to be short-term, occurring only during site grading and preparation.

Ground-borne vibration levels resulting from construction activities occurring within the project site were estimated by data published by the Federal Transit Administration. Construction activities that would have the potential to generate low levels of ground-borne vibration within the project site include grading. Using the vibration source level of construction equipment provided on Table 4.13-2 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the project vibration impacts.

Table 4.13-3
Unmitigated Construction Equipment Vibration Levels

Distance to Construction Activity (Feet)	Receiver PPV Levels (in/sec)					RMS Levels (in/sec)[1]	Threshold	
	Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		Vibration Level	Exceeded?
35'	0.000	0.001	0.001	0.002	0.002	0.001	0.7	No
77'	0.000	0.000	0.000	0.001	0.001	0.000	0.7	No

Notes:
[1] Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.
"PPV" = Peak Particle Velocity; "RMS" = Root Mean Square

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec (PPV) at 25 feet. At distances ranging from 35 to 77 feet from project construction activities, construction vibration velocity levels are expected to approach 0.002 in/sec (PPV), as shown on Table 4.13-3. To assess the human perception of vibration levels in PPV, the velocities are converted to RMS vibration levels based on the Caltrans Transportation and Construction Vibration Guidance Manual conversion factor of 0.71. Table 4.13-3 shows the construction vibration levels in RMS are expected to approach 0.001 in/sec (RMS) at the nearby residential location to the west. Based on the vibration threshold of 0.7 in/sec, the construction-related vibration impacts are considered less than significant.

Further, vibration levels at the site of the closest sensitive receiver are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating at the project site perimeter. Moreover, construction at the project site will be restricted to daytime hours consistent with City of San Bernardino requirements thereby eliminating potential vibration impacts during the sensitive nighttime hours.

Project related construction activity is not expected to cause any damage potential to the nearest structures. The annoyance potential of vibration from construction activities would range from "distinctly perceptible" to "strongly perceptible". To help mitigate any potential impacts from vibration, the following measure is proposed.

N-2: No impact pile driving activities shall be permitted on the project site during construction. If impact pile driving is required, a follow-up noise and vibration impact assessment shall be conducted prior to start of any pile driving activity.

c) **No Impact.** No airport land use plans apply to the area, and the proposed project is not located within two miles of an airport. The project falls outside any airport's noise contours for excessive noise. Therefore, residents or workers would not be exposed to excessive airport noise levels and there would be no impact. No further environmental analysis is necessary.

Recommended Project Design Features

The following design features, while not generally considered mitigation under CEQA, are provided to help ensure the project meets the City/State standards for interior noise exposure within a residential dwelling. Design features included standard rules and requirements and best practices that are provided for consideration as part of the conditions of approval for the project.

DF-1 The project shall incorporate building construction techniques that achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.

DF-2 A "windows closed" condition is expected to be required for all residential units within the project site to meet the interior noise standard. To accommodate a windows closed conditions, all units shall be equipped with adequate fresh air ventilation, per the requirements of the California Uniform Building Code (UBC).

DF-3 The project shall comply with California Title 24 building insulation requirements for exterior walls, roofs and common separating assemblies (e.g. floor/ceiling assemblies and demising walls). Interior noise levels due to exterior sources must not exceed a community noise equivalent level (CNEL) or a day-night level (LDN) of 45 dBA, in any habitable room.

DF-4 For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum.

DF-5 All HVAC units should partially enclosed behind a noise screening wall and shielded from line of sight of any adjacent property line.

DF-6 Delivery, loading/unloading activity, and trash pick-up hours should be limited to daytime (7 a.m. – 9 p.m.) hours only.

DF-7 Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less.

DF-8 Construction-related noise activities shall comply with the requirements set forth in the City of Whittier Municipal Code Chapter 8.32 Noise Control and Chapter 15.06 Construction Hours.

- Work authorized under or requiring a building or other permit shall take place only between the hours of 7:00 a.m. and 8:00 p.m. Monday through Saturday, unless authorized in writing by the City Manager or necessitated to protect life and/or property.
- Use of heavy equipment (dump trucks, graders, jack hammers, etc. are only permitted Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 8:00 a.m. to 5:00 p.m.
- No work is permitted on Sundays or federal holidays.
- Work, as used in the section, includes all preparation, cleanup and material deliveries.

Mitigation Measures

Based on the potential for noise and vibration impacts, the following mitigation measures that would reduce the potential affects to any surrounding properties to a less than significant impact are recommended.

N-1: The project shall prepare a construction management plan to be approved by the City of Whittier Community Development Department prior to initiating construction. The construction management plan shall include best management practices to reduce construction noise levels. Best management practices may include the following:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).

- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Post a sign in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

N-2: No impact pile driving activities shall be permitted on the project site during construction. If impact pile driving is required, a follow-up noise and vibration impact assessment shall be conducted prior to start of any pile driving activity.

Level of Significance After Mitigation

Noise impacts will be less than significant with standard conditions and mitigation satisfied.

4.14 – Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			☑	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				☑

Sources

Information used to prepare this section is from the following sources: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties, and the State, January 1, 2021-2024. May 2024; City of Whittier General Plan Update, 2021 and City of Whittier 2021-2029 Housing Element Update, August 2022.

Environmental Setting

Estimated population of Whittier for January 1, 2024 was 87,527 and had an estimated 2.87 persons per household. According to the City's General Plan 2021-2029 Housing Element Table 4-8 *Regional Housing Needs Allocation 2021-2029,* the City estimates that a total of 3,439 new housing units are needed in varying income levels. These are based on SCAG's *Regional Housing Needs Assessment* for Whittier. The project site is currently designated as Low Density Residential in the City's General Plan and is zoned as R-1 Single-Family Residential Zone.

Discussion

a) **Less Than Significant Impact.** The proposed project would induce direct population growth with construction of 4 residential units and one attached accessory dwelling on Parcel No. 4. The proposed project includes Tentative Parcel Map No. 21-0001 (TPM 83421), Development Review No. DRP22-0021 and Accessory Dwelling Unit No. ADU24-0090 which is a request to allow the division of one parcel containing approximately 0.73-gross acres/0.70 net acres into 4 residential lots with the proposed construction and use of a single-family detached product together with the construction of an attached accessory dwelling unit on Parcel 4 plus the required on-site infrastructure improvements under Development Permit DRP 22-0021.

Using the State's factor of 2.87 persons per household, the project would generate 14 new residents in the City based on 4 primary residences and one attached accessory dwelling unit. The project site is an infill project in an area where existing residential already exists. The 14 new residents would represent a less than one percent increase to the City's current population. Therefore, the proposed project would not induce substantial population growth in the area either by building a large number of new dwellings or by extending infrastructure into an area not previously served. The project is directly bringing jobs during construction. Project employment represents approximately less than one percent of the city's project growth which is not substantial and is within the employment growth assumptions for the city. Due to the urban nature of the City and surrounding area, this potential minimal increase in population is expected to be accommodated by existing housing in the City and neighboring communities. Impacts will be less than significant.

Implementation of the project is consistent with the overall intent of the City of Whittier to provide adequate housing opportunities to meet its fair share of projected housing needs. Additionally, the estimated increase in population resulting from the project has been anticipated by the City and the region. Therefore, impacts from substantial population growth would be less than significant.

The increased population and housing resulting from the project would not necessarily cause direct adverse physical environmental effects; however, indirect physical environmental effects such as project-related traffic or air quality impacts could occur. These indirect physical environmental effects associated with the project are analyzed in Section 4.3 Air Quality and Section 4.17 Transportation of this IS/MND. The project may require extension of some existing utilities from the project site into the right-of-way of adjacent streets (for the connection of utilities such as water or sewer lines). However, the project constitutes infill development and

does not propose infrastructure improvements (such as new roads or other infrastructure) not already established in and near the project site. Therefore, no indirect impacts associated with the extension of roads and other infrastructure would occur.

b) **No Impact.** The project site is currently vacant. No housing is present onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people and the project would not necessitate the construction of replacement housing. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Population and Housing will be less than significant.

Level of Significance After Mitigation

Not Applicable

4.15 – Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new of physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?			☑	
Police Protection?			☑	
Schools?			☑	
Parks?			☑	
Other public facilities?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021, City of Whittier, State of California, Department of Finance, E-5 Population and

Housing Estimates for Cities, Counties, and the State, January 1, 2021-2024 dated May 2024; and Great!Schools website.

Environmental Setting

Fire Protection

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. Property tax and special tax revenues generated fund the LACoFD.

Police Protection

The Whittier Police Department (WPD), headquartered at 13200 Penn Street, provides police protection to the City, including the project site. The WPD serves the cities of Whittier and Santa Fe Springs, an area encompassing 21.4 miles and an estimated population of approximately 105,787 persons, according to Department of Finance 2019 estimates. The members of the WPD who serve the citizens of Santa Fe Springs are stationed out of the Police Service Center, which is located in the City of Santa Fe Springs. WPD has 120 sworn police officers, or a ratio of 1.175 police officers for every 1,000 persons. WPD also has 58 civilian staff. Eighty-five officers are assigned to Whittier and 35 are assigned to Santa Fe Springs. The current WPD police headquarters was opened in November 2010 and was built to accommodate necessary growth and expansion. The WPD could increase its resources and still be contained in the present facility, if necessary.

Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia Avenue, Whittier approximately 0.9 miles to the southwest; Walter F. Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.8 mile to the southwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 1.1 mile southwest of the project site.

Pursuant to the Leroy F. Green School Facilities Act (AB 2926), future project proponents will be required to pay developer fees prior to the issuance of building permits, at the then current rate. This fee will help support provision of school services for the community as a whole.

Parks

See Section 4.15, Recreation for discussion on parks.

Discussion

a) **Less Than Significant Impact.** The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. The project site is served by Fire Station 17, which is located to the

southwest of the project site. Fire Station 17, located at 12006 Hadley Street, is staffed an engine company. Based on the distance to the project site, Engine 17 is estimated to have an emergency response time of less than five minutes. The proposed project development proposal has been reviewed by LACoFD to ensure that public safety is considered and addressed, including appropriate access and fire-flow water rates. The project would replace an existing vacant use, and as such could result in an increase in calls for fire protection and emergency medical services. Whether a specific project results in a need for new or expanded fire protection facilities depends partly on the level of demand for fire protection the project generates, and partly on the distance from the project site to the nearest existing fire station.

The project is a proposed infill site. The project is within close proximity to a fire station. Therefore, the project would not have a significant impact on fire response times and would not otherwise create a substantially greater need for fire protection services than already exists. No new or expanded fire protection facilities would be required as a result of this project. Furthermore, the proposed residential and church site does not propose to use substantially hazardous materials or engage in hazardous activities that will require new or modified fire protection equipment to meet potential emergency demand. According to LACoFD, no significant impacts to fire response time or paramedic response time would occur as a result of this project. Impacts related to expansion of fire protection services will be less than significant.

b) **Less Than Significant Impact.** The Whittier Police Department does not anticipate any significant increase in the average call response time of five to eight minutes resulting from proposed buildout of the project. The proposed residential project will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of this project. Impacts related to expansion of police protection services will be less than significant.

c) **Less Than Significant Impact.** As a new residential land use, it would have a population increase of approximately 14 persons and would generate a potential direct demand for school facilities. Pursuant to the Leroy F. Green School Facilities Act (AB 2926), the project proponent will be required to pay developer fees to the Whittier Elementary School District, prior to the issuance of building permits, at the then current rate charged to single-family residential development projects. This fee will help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Impacts to the school facilities will be less than significant.

d) Less Than Significant Impact. Demand for park and recreational facilities are generally the direct result of residential development. The project will contribute a total of 14 new residents. The nearest neighborhood park to the project site is Palm Park at 5703 Palm Avenue. The park offers the following amenities:

- Play Equipment
- Barbecues, Sinks, & Stoves
- Basketball Court
- Horseshoe Pit
- Swimming Pool
- Restrooms
- Picnic Tables
- Fitness Stations
- Tennis Center

The addition of 14 persons to the city is expected to marginally increase the use of existing neighborhood and regional parks. Although the project provides private open space on-site, it does not propose any public parks. The City of Whittier Municipal Code, Chapter 17.16, requires the subdivider, as a condition of approval of a tentative map, to pay a fee in lieu, dedicate land, or both, at the discretion of the Council for park and/or recreational purposes according to the

Subdivision Map Act, Government Code Section 66477. The project is proposing to pay an in-lieu fee. The project's contribution of Development Impact fees for park and recreation facilities within the City would result in a less than significant impact.

e) Less Than Significant Impact. No other impacts have been identified that would require the provision of new or physically-altered governmental facilities. The development projects will continue to be subject to sewer, transportation, and storm water impact fees.

Mitigation Measures

No mitigation measures are necessary because impacts to Public Services will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.16 – Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			☑	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			☑	

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021.

Environmental Setting

Recreational opportunities are identified in the Environmental Resources Management Element of the General Plan where the parks and recreational facilities within the City are detailed.

Discussion

a) **Less Than Significant Impact.** The project involves the subdivision of one parcel into 4 lots and the construction of 4 residential units and one attached accessory dwelling unit on Parcel 4.

The closest public park to the site is Palm Park approximately 1.0 mile to the west at 5703 Palm Avenue. The park offers the following amenities:

- Play Equipment
- Barbecues, Sinks, & Stoves
- Basketball Court
- Horseshoe Pit
- Swimming Pool
- Restrooms
- Picnic Tables
- Fitness Stations
- Tennis Center

The addition of 14 persons to the city is expected to marginally increase the use of existing neighborhood and regional parks, but this increased use would be partially offset by the proposed open space on the project site as described above. Additionally, the project applicant would pay any applicable park or recreational impact fees required by the city. Therefore, the project would have a less than significant impact on parks or other recreational facilities.

b) **Less Than Significant Impact.** The proposed project is a 4-lot residential subdivision and housing development. The project will not include any recreational facilities. The site currently contains a vacant lot, with no existing recreational facilities on or near the project site, and is designated for residential use, which allows for single-family detached uses in the R-1 zoning classification. As described throughout this Initial Study, the construction of the proposed project would not cause a significant adverse physical effect on the environment under any issue. No recreational facilities are required to serve the project, thus any impacts under this issue are considered less than significant. No mitigation is required. The project's contribution of Development Impact fees for park and recreation facilities within the City would result in a less than significant impact

Mitigation Measures

No mitigation measures are necessary because Recreation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.17 – Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable program plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			☑	

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			☑	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			☑	
d) Result in inadequate emergency access?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; Quantifying Greenhouse Gas Mitigation Measures Report, California Air Pollution Control Officers Association (CAPCOA), August 2010; California Emissions Estimator Model®, Version 2022.1.1.26; LA County Open Data (SCAG 2016 Regional Travel Demand Model); Technical Advisory on Evaluating Transportation Impacts in CEQA, State of California, Governor's Office of Planning and Research, December, 2018; Gonzalo Herrera, New Residence & ADU Site/Roof Plan, Floor Plan, and Elevations dated October 5, 2022; and South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. The project is located approximately 4,000 feet away from the Norwalk Boulevard and State Route 72 (SR-72, also known as Whittier Boulevard) intersection. It is also located approximately one mile from the SR-72 and Interstate 605 (I-605) interchange. The project takes access from Beverly Drive for Parcel 2 and Honolulu Terrace for Parcels 1, 3 and 4.

The proposed project is the subdivision of 0.73-gross acres/0.70-net acres for the development of 4 single-family homes (under Tentative Parcel Map (TPM) 83421) located on the northwest corner of Beverly Drive and Honolulu Terrace. The project is estimated to generate a net total of approximately 37.8 daily weekday vehicle trips.

The General Plan designates the entire area as Low Density Residential. Primary access to the site will be from Beverly Drive and Honolulu Terrace, which have been designated as Local roads with a 40-foot right-of-way. The designation of the street as a Local and the existing configuration of the travel lanes, intersections, etc. are consistent with the General Plan Circulation Element and Map. The project will be providing an additional 5 feet along Honolulu Terrace for ultimate half-width.

According to the General Plan Circulation Element, there is public transit within proximity that could potentially service future residents within the project.

Discussion

a) **Less than Significant Impact.** Access to the site is available from Beverly Drive for Parcel 2 and Honolulu Terrace for Parcels 1, 3 and 4. All paved improved streets are located adjacent to the southern and northern boundaries of the site, respectively. The project will be providing an additional 5 feet along Honolulu Terrace for ultimate half-width. The project off-site improvements are predominately related to the project's frontage along Beverly Drive and Honolulu Terrace. They include the construction of road sections, new curbs and gutters, new sidewalks and new walls/fencing, the installation of landscaping within the road rights-of-way, the construction/installation of drainage improvements, sewer and water systems, and the construction/installation of new dry utilities. All construction activities will take place within the existing right-of-ways. Vehicular access will be provided via driveways to the individual lots. The project meets County of Los Angeles fire access standards. Parking will be provided for each dwelling in conformance with Whittier Municipal Code standards.

The City Engineer's determined that a Traffic Impact Analysis was not required. The proposed project is projected to generate 37.8 weekday daily trips, 38.2 Saturday trips, and 34.2 Sunday trips. As the project is consistent with the General Plan designation, it is forecast to result in no significant traffic impacts for project completion traffic conditions, with implementation of the identified improvements. Because there are no significant impacts, no direct traffic mitigation measures are required or recommended for the project.

The General Plan require that all City streets be constructed, maintained, and rehabilitated in an adequate, safe, and interconnected system of transit, pedestrian and bicycle paths in accordance with the Circulation Plan and the standards established by the Public Works Department. The project applicant will be responsible for the construction of the following improvements as part of on-site improvements including the construction of Honolulu Terrace and Beverly Drive along the property frontage at their ultimate half-section width. The proposed project driveways shall be constructed in conformance with City of Whittier standards, including provisions for sight distance requirements. On-site traffic signing and striping shall be submitted for City approval in conjunction with detailed construction plans for the project. Off-street parking shall be provided to meet City of Whittier Municipal Code requirements.

Based on the City's thresholds of significance the addition of project generated trips is forecast to result in no significant impacts at the study intersections for project opening year (2026) with project conditions.

The project is not proposing any roadway improvements that interfere with the existing bus route or future transit bus stops.

Pedestrian and bicycle access will be available to the project site from Beverly Drive and Honolulu Terrace via sidewalks and the street travel lanes. In conclusion, the project would not conflict with an applicable plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

b) **Less than Significant Impact.** Trip generation is a measure or forecast of the number of trips that begin or end at a particular site, and is a function of the extent and types of land use proposed as part of a project. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based on studies of developments in comparable settings. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Effective July 1, 2020, the longstanding metric of roadway level of service (LOS), which is typically measured in terms of auto delay or volume-to-capacity, will no longer be considered a significant impact under the California Environmental Quality Act (CEQA). Pursuant to the 2020 CEQA Guidelines, Section 15064.3, *"Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel."*

For land use projects, the CEQA Guidelines provide the following criteria for analyzing Transportation Impacts and VMT:

- Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact.
- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact.
- Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Whittier is adopted criteria for the uniform evaluation of VMT impacts under CEQA, including the preferred analysis methodology, modeling requirements, and thresholds of significance. Per Section 15064.3 (a)(3) of the CEQA Guidelines, a qualitative analysis is allowable if existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered. Hence, this study primarily evaluates the project's effect on transit and non-motorized travel and does not rely on a numerical threshold of significance for determining impact. The State of California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA serves as a general guidance document for the Traffic Assessment.

The following factors are reviewed with regards to VMT for this project:

a. Proximity to Transit
b. Access to Multi-Modal Transportation
c. Diversifying Land Use

Proximity to Transit

As specified in the CEQA guidelines, generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. A high-quality transit corridor is defined by the Southern California Association of Governments (SCAG) as being a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Since the project is located more than within one-half mile of multiple bus stops (Beverly Boulevard/Floral Drive, Norwalk Boulevard/Beverly Boulevard, Workman Mill Road/Sierra Morena Avenue) the project is not in close proximity to public transit. The Norwalk Transit System Bus Routes 1 and 7 and Foothill Transit Bus Line 274 do not provide service intervals less than 15 minutes during peak commute hours to qualify as high-quality transit corridors. However, they do provide alternative transportations options to serve the project and would be expected to have a reduction effect on VMT.

Access to Multi-Modal Transportation

In addition to the proximity of the site to transit described above, the project is located approximately 1 mile to the Palm Park Center with pedestrian access provided via Palm Avenue and Floral Drive.

Diversifying Land Use

Section 21099 of the California Public Resources Code states that the criteria for determining the significance of transportation impacts must promote a diversity of land uses. This includes prioritizing infill developments. The project would consist of a detached single-family residential project with an increase in land use density resulting in 5.7 dwelling units per acre.

The California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures, August 2010 report states increasing the density of land use can achieve up to 30% reduction in VMT. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose, for example, studies have shown that transit ridership increases with density. The TRB Special Report 298 literature suggests that doubling neighborhood density across a metropolitan area might lower household VMT by about 5 to 12 percent. Therefore, as a result of the increased density, the project would help to reduce VMT compared to existing vacant use and surrounding predominantly single family neighborhood. Hence, the proposed project is presumed to have a less than significant transportation impact based on VMT.

Transportation Demand Management Strategies

The following transportation demand management (TDM) strategies are provided to help further reduce project VMT.

- Provide all residents with information regarding the availability of transit options in the vicinity of the site, including the Norwalk Transit System Bus Routes, Foothill Transit Bus Lines, and Montebello / Commerce Metrolink Station.

- The project should notify future residents of the site that the City of Whittier offers discounted bus passes to residents.

The proposed project meets the CEQA requirements for reducing VMT by providing an infill project that would increase the land use density of the site. Additional VMT reduction strategies may also be incorporated with the project. Therefore, the project's transportation impact is considered less than significant.

c) **Less Than Significant Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous geometric design feature or introduced incompatible uses to the existing traffic pattern. The project shall ensure adequate sight distance is provided at each project access location intersecting a public roadway per the California Department of Transportation (Caltrans) standards. The California Highway Design Manual, Section 405.1 indicates that the minimum corner sight distance for intersections of private roads shall be equal to the stopping sight distance given in Table 201.1 of the Highway Design Manual. Floral Drive is classified as a Local Street with a posted speed limit of 25 mph. The minimum required corner sight distance for a private roadway intersection is 150 feet. In order to ensure adequate sight distance is maintained, the following recommendations are provided:

- A limited use area shall be maintained where a clear line of sight can be established.
- The limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.

- Limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
- No trees, walls, or any obstructions shall be allowed in the limited use area.
- The toe of the slope shall not encroach into the limited use area.

By complying with the sight distance recommendations, the project would not substantially increase hazards due to sight distance. The design of the development under the provisions of the Municipal Code would comply with all applicable City regulations. The project would not create or encourage any hazardous transportation-related design features or incompatible uses. No further environmental analysis is required.

d) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the Los Angeles County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project area or adjacent uses.

Construction

Project construction could temporarily close sidewalks and street lane(s) along Beverly Drive and Honolulu Terrace, which could temporarily impact emergency access. However, implementation of a Transportation Map Plan would ensure that traffic circulation during construction would be less than significant.

Operation

The project would comply with applicable City regulations, such as the requirement to comply with the City's fire code to provide adequate emergency access, as well as the California Building Standards Code. Prior to the issuance of building permits, the City of Whittier would review project site plans, including location of all buildings, fences, access driveways and other features that may affect emergency access. The site design includes access and fire lanes that would accommodate emergency ingress and egress by fire trucks, police units, and ambulance/paramedic vehicles. All onsite access and sight-distance requirements would be in accordance with all applicable design requirements. The City's review process and compliance with applicable regulations and standards would ensure that adequate emergency access would be provided. Therefore, the project would not result in inadequate emergency access and there would be less than significant impacts.

Mitigation Measures

No mitigation measures are necessary because Transportation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.18 – Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or?			☑	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		☑		

Sources

Information used to prepare this section is from the following sources: Notice of Project Applications to Native American Tribes dated August 31, 2021; *City of Whittier General Plan Update*, 2021 and Gabrieleño Band of Mission Indians - Kizh Nation, Letter dated November 5, 2021.

Environmental Setting

Assembly Bill 52

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal

cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specified that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defined a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.

Chapter 532 Statutes of 2014 (i.e., AB 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

In compliance with AB 52, the City of Whittier distributed letters to two Native American tribes notifying each tribe of the opportunity to consult with the City regarding the proposed project. The tribes were identified based on previous requests to be notified of future projects proposed by the City.

Discussion

a) **Less Than Significant Impact.** Project implementation would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. No tribal cultural resources are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code § 5020.1(k). Therefore, there will be no impacts as a result of the project. While the probability of encountering a significant tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. No further environmental analysis is required.

b) **Less Than Significant Impact with Mitigation Incorporated.** The City of Whittier (the lead agency) initiated AB 52 outreach to local tribes for the residential project. The City prepared letters to the two tribes on their list for AB 52 contact, informing them of the project. The letters were sent on August 31, 2021. The letters were sent via certified mail to: Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño – Kizh Nation); and Joseph Ontiveros, Cultural Resource Director, Soboba Band of Luiseño Indians. The letters conveyed that the recipient had 30 days from the receipt of the letter to request AB 52 consultation regarding the project.

Chairman Salas requested a consultation on the project. An AB 52 consultation meeting was held between the Gabrieleño – Kizh Nation and Alan Hernandez, Assistant Planner with the City of Whittier on November 2, 2021. The City agreed to mitigation measure language for tribal cultural resources provided by the Gabrieleño – Kizh Nation. This mitigation language has been adapted as TCR-1 and TCR-2 below. Consultation was concluded with the incorporation of the measures as conditions upon development. To date, there have been no responses from the remaining tribe. The response period having been passed, the City has determined that the AB 52 consultation process has concluded.

No sites were documented in the Native American Heritage Commission's SLF search. No resources as defined by Public Resources Code § 21074 have been identified. Additionally, the project site has not been recommended for historic designation for prehistoric and TCRs. No specific tribal resources have been identified. No prehistoric or historic archaeological resources were observed during the field survey.

Mitigation measure TCR-1 described below requires consultation of a qualified archaeologist and the local Native American representative, if unanticipated discoveries are made during construction activities. With implementation of TCR-1, potential project impacts on TCRs would be less than significant.

As previously discussed**,** the project would be built on disturbed land, within a developed suburban setting. No human remains have been previously identified or recorded onsite. The project proposes grading activities for the implementation of infrastructure that includes water, sewer, and utility lines. Grading activities associated with development of the project would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred outside of formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measures TCR-2 dealing with associated funerary objects, and TCR-3 dealing with human remains would ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measures

TCR-1: Prior to the issuance of a grading permit, the project applicant shall communicate with representatives of the Gabrieleño Band of Mission Indians – Kizh Nation and present evidence of such communication to the City of Whittier Community Development Department Director, or designee, demonstrating the following shall occur:

- On-call monitoring services by a qualified Native American Monitor to address unanticipated prehistoric or tribal resources. The Native American Monitor shall be present at the pre-grading conference to establish procedures for tribal cultural resource surveillance.

- Native American Indian Sensitivity Training by a qualified Native American Monitor for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.

- Construction Monitoring by a qualified Native American Monitor for ground-disturbing construction activities, as follows:

- Initial clearing and rough grading activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, and trenching);
- Spot checking of previously disturbed soils that have not been previously monitored; and
- Monitoring previously undisturbed native soils.

- The Native American Monitor(s) shall complete monitoring logs on a daily basis when onsite. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities of previously undisturbed native soils are completed, or when the Tribal Representatives and Monitor have indicated that the site has a low potential for tribal cultural resources. The Tribal Monitor shall provide a monitoring final report, with daily logs, to the project applicant.

TCR-2: Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. If funerary objects are discovered during grading or archeological excavations, they shall be treated in the same manner as bone fragments that remain intact and the construction contractor and/or qualified archeologist shall consult with the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe).

TCR-3: As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the Los Angeles County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The Coroner would determine within two working days of being notified, if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of covering is not available, a 24-hour guard shall be posted outside of working hours. If the remains are Native American, the Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed and the project applicant shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects, if possible. The Tribe shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of

human remains includes four (4) or more burials, the location shall be considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of cemetery sites.

Once complete, a final report of all activities shall be submitted to the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains without prior review and approval of study plans.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Level of Significance After Mitigation

Tribal Cultural Resource impacts will be less than significant with standard conditions and mitigation satisfied.

4.19 – Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			☑	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			☑	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			☑	

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

Sources

Information used to prepare this section is from the following sources: CalRecycle Website; and Whittier General Plan Update, 2021; Stetson Engineers Inc., City of Whittier 2020 Urban Water Management Plan dated June 2021; Athens Services, Will Serve Letter dated February 23, 2023; SoCalGas, Will Serve Letter dated February 23, 2023; Southern California Edison, Will Serve email dated February 16, 2023; and City of Whittier Water and Sewer Will Serve Letter dated February 3, 2023.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections.

Discussion

a) Through c) **Less Than Significant Impact.**

Water

The City operates its own municipal water supply and distribution system, which provides water service to much of the City of Whittier, including the project site. Sections 10910-10915 of the State Water Code require the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the project is below the established thresholds, no WSA is required. The City of Whittier has a 10-inch and an 8-inch cast iron pipe existing on Honolulu Terrace. The City of Whittier additionally has a 6-inch cast iron pipe existing on Beverly Drive. All water service connections, whether existing or proposed, are governed by the latest version of the City of Whittier Municipal Code Title 13, Division I and City of Whittier Water Utility Standard Specifications. In addition, all new water connection and permit fees shall be paid by the developer. Connections to local water main would involve temporary construction measures and less than significant construction impacts that would occur in conjunction with other on-site improvements. Whittier Public Works will supply domestic water to the project and capacity has been determined to be adequate. The project would result in a nominal increase in water demand compared to existing conditions and therefore, the project would have a less than significant impact regarding domestic water supplies. The project would not alter or impact any existing water treatment facilities, and would not substantially increase demand so as to require expansion of existing or new facilities.

Wastewater

A City-owned 8-inch sewer line exists in the alley west of the subject site. Additionally, the City of Whittier has an 8-inch sewer existing south of the subject site on Beverly Drive. This system will receive sewage flow generated by a said property pending the following:

The developer shall conduct a flow study to determine if the existing sewer system has sufficient capacity to accept increased sewage from the proposed project. Any deficiencies caused by the proposed development shall be mitigated by the developer as approved by the City Engineer.

Developer shall be responsible for all improvements, including but not limited to plans, permits, easements, unknowns, and unforeseen conditions. All improvements are subject to the review and approval of the City Engineer. In addition, all new sewer connection and permit fees shall be paid by the developer.

Wastewater use for the project was estimated using the California Emissions Estimator Model (CalEEMod). The model can estimate wastewater usage for analysis in CEQA documents. The Project is estimated to have an indoor water demand of 149,095 gallons per year (408.48 gallons per day) which includes wastewater, assuming that all the water is discharged to the sewer system. Wastewater collection will be provided by Whittier Water Department. As detailed in the City's General Plan EIR, the City of Whittier provides wastewater collection service to the majority of parcels within the City limits. The project density was included in the assumptions for the Low Density Residential land use designation in the 2020 UWMP. Compliance with condition or permit requirements established by the City, and waste discharge requirements would ensure that discharges into the wastewater treatment facility system from the operation of the proposed project would not exceed applicable Regional Water Quality Control Board wastewater treatment requirements. Therefore, the project will result in less than significant impacts as a result of new or expanded wastewater treatment facilities. No mitigation is required.

Drainage

Storm drains and flood control facilities within the area include natural and man-made channels, storm drains, street waterways, natural drainage courses, basins, and levees. Storm drain and flood control facilities are administered by the City of Whittier, Los Angeles County Flood Control District, and ACOE. Design and construction of storm drains and flood control facilities are the responsibility of the City of Whittier Public Works Department. The proposed project would drain toward pervious surfaces and will install four 55 gallon rain barrels. Details of the proposed drainage system have been reviewed and will be approved as part of the final permit design package by the Public Works Staff. Therefore, no significant adverse impact is identified or anticipated, and no mitigation measures are required.

Electric Power

The project will be served with a new underground electric distribution system which connects to the existing power lines on Beverly Drive. The power lines adjacent to Beverly Drive and Honolulu Terrace will require undergrounding as part of this project. Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. The effort to connect to the existing electrical system and to install electricity connections within the project site to serve future residents of Tentative Tract Map No. 83421 with electricity is not anticipated to result in significant impacts as 4 dwelling units and one accessory unit are being proposed in an area that has been planned for Low Density Residential densities and existing services are adjacent to the project site. Therefore, development of the project would not result in a significant environmental effect related to the

relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

Natural gas will be supplied by Southern California Gas. The site will require a connection to the existing natural gas line adjacent to the project site. The effort to connect to the existing gas line within the adjacent roadway, and to install natural gas lines within the project site to serve future residents of the project with natural gas is not anticipated to result in significant impacts as 4 dwelling units and one attached accessory dwelling unit are being proposed in an area that has been planned for Low Density Residential densities and existing services are adjacent to the project site. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. Impacts are less than significant.

Telecommunications

Development of the project would require a connection to telecommunication services, such as wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

d) and e) **Less Than Significant Impact.** Significant impacts could occur if the proposed project will exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations.

Waste generated during the project's construction phase would primarily consist of discarded materials from the construction of streets, common areas, infrastructure installation, and other Project-related construction activities. The California Green Building Standards Code ("CALGreen') requires all newly constructed buildings to prepare a Waste Management Plan and divert construction waste through recycling and source reduction methods. Solid waste generated during construction and post construction will be managed by the applicant's contractor. A waste management plan will be developed with the General Contractor and appropriate third party recycling vendor for the project so that 50 percent of construction wastes are recycled or salvaged. The City of Whittier Building and Safety Division reviews and approves all new construction projects required to submit a Waste Management Plan. Mandatory compliance with CALGreen solid waste requirements will ensure that construction waste impacts are less than significant.

Whittier contracts its waste collection services with Athens Services. The California Emissions Estimator Model (CalEEMod) is a statewide land-use emissions computer model designed to provide a uniform platform for government agencies to quantify potential air quality criteria pollutant emissions associated with construction and operations from various land-use projects. The model can also estimate solid waste generation rates for various types of land uses for analysis in CEQA documents. Waste disposal rates by land use and overall municipal solid waste composition in California are primarily based on CalRecycle data. Based on solid waste generation usage obtained from CalEEMod, the 4-lot project would generate approximately 3.18 tons of solid waste per year (0.008 tons per day). Based on the amount of waste generated by the project vs. the capacity of the recovery facility, the project is not anticipated to cause this landfill to exceed its maximum permitted daily disposal volume.

The 4 single-family homes that would be built after the land is subdivided would have solid waste service provided. Trash storage will be in the garage or side yard of each residential unit, and containers (green waste, landfill, and recyclables) will be picked up by Athens Services (City franchisee) weekly. The USEPA has estimated that in the United States, a typical person will generate 4.4 pounds of solid waste per day. Using the average of 2.87 persons per household for the 4 new homes, approximately 61.6 pounds per day would be generated. The USEPA has also estimated that approximately 1.53 pounds of every 4.4 pounds generated are recycled. The remaining solid waste would go to the landfill.

The California Legislature passed the Integrated Waste Management Act of 1989 (known as AB 939 or the IWM Act). The IWM Act established a hierarchy of preferred waste management practices: (l) Source Reduction, to reduce the amount of waste generated at its source; (2) Recycling and Composting; and (3) Disposal. Waste disposal must be cut by 25% by 1995 and 50% by 2000. Percentages are based on 1990 levels and adjusted for population and economic conditions changes. Each city is responsible for its own integrated solid waste management planning, implementation, and monitoring, as well as public information, budgeting, and enforcement. The City of Whittier is committed to meeting the goals of SB 939 with regard to meeting the State's goal of 50 percent diversion of solid waste from landfills. In order to meet this goal and also continue to accommodate additional population growth in the region, cities counties and waste managers must increase the amount of source reduction, recycling and composting that can be done. The project will comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore this impact would be less than significant and no mitigation is required. The proposed project is required to comply with all applicable federal, State, County, and City statutes and regulations related to solid waste as a standard project condition of approval.

Mitigation Measures

No mitigation measures are necessary because impacts to Utilities will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.20 – Wildfire

	Potentially Significant Impact	**Less than Significant with Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			☑	

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

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; City of Whittier, General Plan Update and Housing Element Update Draft Environmental Impact Report; City of Whittier 2016 Natural Hazards Mitigation Plan; and State of California, Department of Forestry and Fire Protection, 2022, Fire Hazard Severity Zone Viewer.

Environmental Setting

Climate change is expected to increase the frequency and severity of wildfires in California by altering precipitation and wind patterns, changing the timing of snowmelt, and inducing longer periods of drought. In California, responsibility for wildfire prevention and suppression is shared by federal, State, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas. The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as SRAs, which are managed by the California Department of Forestry and Fire Protection (CALFIRE). All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRAs).

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CALFIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204 and Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CALFIRE has identified two types of wildland fire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards, and 2) very high fire hazard severity zones. Each risk area carries with it code requirements to reduce the potential risk of wildland fires. Under state regulations, areas within very high fire hazard risk zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

The Honolulu Terrace project site is located within an urbanized area of the City of Whittier and is located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ)

maps prepared by the CALFIRE. The designation for the site is a Very High Fire Severity Zone (VHFHSZ) in a Local Responsibility Area.

Discussion

a) **Less Than Significant Impact.** The General Plan Update EIR states that generally, the greatest potential for wildfire hazards occurs in areas adjacent to abundant natural vegetation. Several of the foothill and hillside neighborhoods of the Whittier Planning Area, along with other communities located in the Puente Hills, are designated "Very High Fire Hazard Severity" (VHFS) Zones by Los Angeles County. Developments within this zone are subject to the County's fuel modification plans. The Los Angeles County Fire Department provides firefighting services to Whittier's portion of the Local Responsibility Area (LRA) and reviews and approves fuel modification plans.

The project is entirely in an LRA. Due to the City currently contracting with Los Angeles County Fire Department for fire services, project buildout would not affect fire services as Los Angeles County Fire Department would continue to provide fire services. The City's planning process, as it does for the proposed project, includes coordination with the Los Angeles County Fire Department and ensuring compliance with all other applicable regulations set forth by federal, State, and local jurisdictions agencies related to evacuation and safety from fire hazards. It should be noted that the City also recognizes other potential hazards and threats that could occur from earthquakes, flooding, and hazardous materials. Because of this, the City is prepared on numerous fronts to implement an evacuation should it be needed, in accordance with the 2016 Natural Hazards Mitigation Plan, commonly referred to as a Local Hazards Mitigation Plan (LHMP).

As described in the Whittier Natural Hazards Mitigation Plan, all major public streets serve as principal evacuation routes including: Whittier Boulevard, Lambert Road, Santa Fe Springs Road, La Mirada Boulevard/ Colima Road, Norwalk Boulevard, Beverly Boulevard, and Interstate 605 (I-605). These principal access ways are all well-maintained and will function as evacuation routes. In any disaster warranting evacuation, the exact emergency routes used would depend on a number of variables, including the type, scope, and location of the incident. The City also maintains a detailed Emergency Operations Plan (EOP). The EOP is reviewed annually and approved by the federal government every five years. The EOP establishes the emergency organization, assigns tasks, specifies policies and general procedures, and provides for coordination of planning efforts for the various emergency staff utilizing the State's Standardized Emergency Management System and National Incident Management. Further, City of Whittier Municipal Code Section 15.12.050 (Very High Fire Hazard Severity Zone) requires that where a very high fire hazard severity zone has been established by the city council, the following construction and property maintenance standards shall be in effect within such zone:

> Roof Covering. For all new construction, or when an existing structure has fifty percent or more of its roof covering replaced within a one-year period, a Class "A" or equivalent roof covering assembly shall be installed.
>
> Spark Arrester. At the outlet of every chimney or stovepipe attached to any fireplace, stove, or other device that burns solid or liquid fuel, a screen shall be provided and maintained in accordance with the provisions of the Uniform Building Code.
>
> Clearance of Brush and Other Flammable Vegetation. Properties shall be maintained clear of brush and other flammable vegetation in accordance with the requirements of Section 51182, et seq., of the Government Code of the state, and the fire code. Abatement shall be in accordance with the provisions of Chapter 8.08.

The project is responsible for implementing the following applicable goals and policies from the General Plan Update related to wildland fires:

Public Safety, Noise, and Health Element

> **Goal 5:** A community that proactively prevents wildfires and protects life, property, infrastructure, and habitats from wildfire impacts.
>
> PSHN-5.6: Require new development within Very High Fire Hazard Severity Zones to provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.
>
> PSHN-5.7: Require new development within and adjoining Very High Fire Hazard Severity Zones to prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.
>
> PSHN-5.8: Require new development, and as feasible with existing development, to provide long-term maintenance of defensible space clearances around structures, subdivisions, and fuel breaks within Very High Fire Hazard Severity Zones.
>
> PSHN-5.10: Identify at-risk populations that would be vulnerable during wildfire evacuations.

The proposed subdivision and housing project for the development of 4-dwelling units is a residential infill project. Per State Fire and Building Codes, sufficient space will have to be provided around the structures for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9).

The project driveways would allow emergency access and evacuation from the site, and would be constructed to Whittier Code specifications. Over the long term, the project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the project would be limited to lateral utility connections, undergrounding of utility lines and installation of street trees; all of which would be limited to nominal potential traffic diversion. Traffic control would be provided for any lane closures. Therefore, while construction and operation of the project would occur within the Very High Fire Hazard Severity Zone, neither construction nor operation of the proposed project would impede the use of either of the freeways or local roadways needed to access them. Impacts would be less than significant.

b) **Less Than Significant Impact.** According to the General Plan Update EIR, the Pacific high-pressure system drives the prevailing winds in the Los Angeles basin. The winds tend to blow onshore in the daytime and offshore at night. High winds can cause property damage and pose health risks, especially during the fire season. In addition to the typical regional wind patterns in the region, Santa Ana winds represent a particularly strong, dry wind hazard. Santa Ana winds are katabatic meaning they develop as winds descend through mountain passes where they accelerate, dry out, and heat up. This occurs in the Whittier Planning Area which is located between the Los Angeles Basin to the south and the San Gabriel Valley to the north. This area experiences strong Santa Ana winds due to its topography and location relative to the San Gabriel Mountains to the north and the San Bernardino Mountains to the east.

Generally, the greatest potential for wildfire hazards occurs in areas adjacent to abundant natural vegetation. Several of the foothill and hillside neighborhoods of the Planning Area, along with other communities located in the Puente Hills, are designated "Very High Fire Hazard Severity" (VHFS) Zones by Los Angeles County. Developments within this zone are subject to the County's fuel modification plans. The Los Angeles County Fire Department provides firefighting services to Whittier's portion of the Local Responsibility Area (LRA) and reviews and approves fuel modification plans. The Puente Hills Habitat Preservation Authority (Habitat Authority) restores and manages open space in the Puente Hills, including implementing wildfire preparedness training. The Habitat Authority contracts with the Mountains Recreation and Conservation Authority (MRCA) to provide ranger services that are trained as wildland firefighters. During fire season, fire patrol ranger units stand ready to extinguish fires and protect structures. In partnership with the Los Angeles County Fire Department, the MRCA has developed an Emergency Response Map to provide firefighters with pertinent information about the Puente Hills Preserve to be used at Incident Command, such as locations of drivable trails/roads, sensitive habitat, helipads, and gates. Additionally, the Habitat Authority actives conducts fuel modification for defensible space, removals dead and flammable trees within modification zones and has conducted habit restoration with the goal of removing flammable vegetation and replacing it with less combustible native plants.

The project is responsible for implementing the following applicable goals and policies from the General Plan Update related to wildland fires:

Public Safety, Noise, and Health Element

> **Goal 5:** A community that proactively prevents wildfires and protects life, property, infrastructure, and habitats from wildfire impacts.
>
> PSHN-5.1: Minimize new residential development within the Very High Fire Hazard Severity Zones.
>
> PSHN-5.2: Require special on-site fire protection measures to be specified during project review for areas where wildfire hazards potential exists, specifically areas of hilly areas with slopes of 10 percent or greater, access problems, lack of water or sufficient pressure, and/or excessively dry brush.
>
> PSHN-5.3: Ensure new development adheres to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.
>
> PSHN-5.4: Regulate and enforce the installation of fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.
>
> PSHN-5.5: Require new development within Very High Fire Hazard Severity Zones to include a fire protection plan that addresses landscape/fuel modification installation, incorporates open areas to complement defensible spaces, identifies possible refuge areas, and maps multiple ingress and egress routes.

PSHN-5.8: Require new development, and as feasible with existing development, to provide long-term maintenance of defensible space clearances around structures, subdivisions, and fuel breaks within Very High Fire Hazard Severity Zones.

Preventive measures, as required by City ordinances and regulations, will be taken to offset the risk factors:

- Implementation of ignition-resistant construction methods and materials per the California Fire and Building Codes.
- Establishment of dedicated fuel modification and defensible space around each residence.
- Fuel modification maintenance to be conducted annually.
- Improved water availability and fire flow capacity.
- Improved emergency vehicle access that complies with LACFD requirements.
- Installation of life safety interior fire sprinklers in all homes.

Construction of the proposed structures would utilize appropriate building materials (i.e., ignition-resistant materials) and design features to complement the fuel modification. The design will also incorporate alternative fuel modification measures where fuel modification cannot be fully accommodated onsite—such as noncombustible firewalls and landscaping techniques that include irrigated, fire-resistant plant species.

Vegetation management requirements would be implemented at the beginning and throughout the construction phase. Vegetation management would be performed pursuant to LACFD requirements on all building locations prior to the start of work and prior to any import of combustible construction materials. Adequate fuel breaks would be created around all grading, site work, and other construction activities in areas where there is flammable vegetation.

Therefore, with the incorporation of standard conditions of approval and the compliance with Los Angeles County Fire Department regulations and 2021 GPU policies would ensure that the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant.

c) **Less Than Significant Impact.** The project site is located within an urbanized area of the City of Whittier and is located within a Very High Fire Severity hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE) and the City's General Plan. The project would require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment.

Buildings constructed in areas identified as Very High Fire Hazard Severity Zones are required to be built using fire-resistive features identified in the California Building Code, Chapter 7A - and/or the California Residential Building Code, Section R327 – Materials and Construction Methods for Exterior Wildfire Exposure.

Current state law requires that all property within the SRA and Local Responsibility Area VHFHSZ must maintain 100 feet of defensible space (GC § 51182, PRC § 4291). Recent legislation also focuses more attention on future requirements and guidance on the management of the "emberresistant zone"—an area within five feet of a structure that can have combustible features (e.g., fencing) or landscaping that increases a structure's susceptibility to ignitions from embers (AB 3074).

Because the project site is a VHFHSZ, a preliminary fuel modification plan has been prepared and approved for the proposed project for Parcel 4. The preliminary fuel modification plan was prepared in accordance with the County of Los Angeles Fire Department Fuel Modification Plan Guidelines and identifies specific zones within a property that are subject to fuel modification.

A fuel modification zone is a strip of land where combustible native or ornamental vegetation has been modified, thinned, and/or partially or totally replaced with drought-tolerant, fire-resistant plants. Fuel modification reduces radiant and convective heat and provides fire suppression forces with defensible space. The LACFD has reviewed and approved the preliminary fuel modification plan; the final fuel modification plan for the proposed project will need to be approved at the time of building permit processing.

The preliminary fuel modification plan is illustrated on Appendix I. Three zones have been identified on the plan.

- Zone A (Setback Zone) provides a defensible space for fire suppression forces and offers protection from intense flames and sparks or embers carried by strong winds. This zone provides a 20-foot buffer around any combustible structures, accessory structures, or appendages.

- Zone B (Irrigated Zone) augments irrigation and planting requirements. This zone extends from the outermost edge of Zone A to 100 feet from a structure. Landscaping and vegetation will consist primarily of green lawns, ground covers, and adequately spaced shrubs and trees, and will require either automatic or manual irrigation systems.

- Zone C (Native Brush Thinning Zone) is designed to slow the rate of spread and reduce flame lengths and intensities of the fire before it reaches the irrigated area. It extends from the outermost edge of Zone B to 200 feet from a structure. Irrigation systems are not required for this zone. Existing native vegetation will be modified by thinning and removal of species that constitute a high fire risk.

The long-term maintenance of the fuel modification zones would be addressed by individual property owners. The builder/developer would provide new property owners with disclosure statements identifying the responsibilities for maintaining the fuel modification zones within their property. The disclosure would include the maintenance criteria set forth in the final fuel modification plan and acknowledge responsibility for presenting proposed changes to the LACFD fuel modification unit. Further, the statement would acknowledge that LACFD has the right to enforce fuel modification zone conditions. The LACFD does not require offsite fuel modification. This is mainly due to problems inherent with enforcement of regulations on adjacent property and the potential for confusion regarding responsibility for fuel modification areas outside legal ownership. The Fire Department has established a brush clearance program for developed and unimproved properties. For unimproved properties, the program is administered by the Weed Abatement Division of the County Department of Agricultural Commissioner. The Weed Abatement Division has the authority to clear all flammable vegetation and other combustible growth and to reduce the amount of fuel content for a distance greater than 30, but not to exceed 200 feet if a property owner does not. The defensible space required for structures on a site does not exceed the property line.

The project will be conditioned to develop and implement a Fire Prevention Plan. The following measures shall be implemented before and during construction of the subdivision project:

- A project-specific fire prevention plan for construction and operation of the project shall be prepared and submitted to the City Community Development Department before the start of construction.

- The draft copy of the fire prevention plan shall be provided to each fire agency (e.g., CALFIRE and Los Angeles County Fire Department) before the start of any construction activities in areas designated as Very High Fire Hazard Severity Zones.

The fire protection plan for all parcels should evaluate the project's vulnerability to fires with regard to emergency access to the site, the adequacy of fire hydrants available to serve the site, and the design of the proposed structures. Given the climatic, vegetation, and topographic characteristics of the site, fire behavior modeling should be discussed in the fire protection plan. The fire protection plan includes recommendations for the design of the road and driveways for the proposed project. These recommendations address the following planning and design elements: fuel modification zones and permitted vegetation; roadway access and driveways; ignition-resistant structural requirements; and interior and exterior fire protection systems.

Compliance with the recommendations would facilitate the Fire Department's mission by providing improved access for emergency personnel and apparatus; reducing the likelihood of "flashover" in case of a structure fire by providing interior sprinklers; and providing improved fire water capacity. The fire protection plan also includes recommendations for construction of the homes that will meet the requirements of the Fire Code adopted by the City of Whittier.

Because flying firebrands—wind-borne embers or other incendiary materials—pose the greatest risk to the proposed structures; many of the recommendations are intended to minimize the likelihood that embers penetrate the structures. The fire protection plan summarizes the ignition-resistant construction materials and methods and provides recommendations for the installation of interior fire sprinklers and fire alarm systems in the proposed homes and structures. The recommendations in the fire protection plan would create redundant systems of improved infrastructure and design, which would reduce the vulnerability of the homes.

Improvements to both adjacent roadways would be made as part of the project in accordance with all City and design standards as part of planned improvements for the area. All improvements would occur within areas already planned for disturbance as part of the project or within existing or planned roadways or within easements that have been previously disturbed. New roads for fire defense, expanded water sources, or new overhead power lines would not be required. The development site is not forested and is not located in a remote area. The local roads of Honolulu Terrace and Beverly Drive serve as existing fuel brakes. The development is serviced by water supply via the City of Whittier. The project would not result in a need to expand infrastructure to the project site. Electrical utilities would be extended to the new structures within multiple trenches. These upgrades would ultimately improve existing conditions of electrical utilities, and would not exacerbate fire risk. The project site is bordered by residential uses and roadways and is not directly adjacent to wildlands that require fuel breaks. Therefore, implementation of the proposed project would not require installation of new or increased level of infrastructure maintenance that could exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

d) **Less Than Significant Impact.**

Wildfire can alter the hydrologic response of a watershed to the extent that even modest rainstorms can produce dangerous flash floods and debris flows. A number of factors affect the likelihood of downstream flooding or landslide after a fire including basin morphometry, burn severity, soil properties, and rainfall characteristics. As the project focuses development within

an existing developed area of the city, the potential exposure of people or structures to flooding or landslides from post-fire slope instability would not increase due to project implementation. All future development would comply with applicable federal, State, regional and local plans, policies, and regulations. Future site-specific projects would be required to include project-specific flood control measures, production of storm water plans and use of best management practices among other planning tools. Through compliance measures, impacts related to flooding was found to be less than significant. Potential impacts associated with landslides are discussed in Section 4.7. Implementation of site-specific recommendations provided within a required Preliminary Soils Investigation would reduce impacts associated with landslides, slope instability, and mudflows to less than significant. While the project site could be subject to risks associated with downstream flooding or landslides due to post-fire instability, future site-specific projects would be required to adhere to all applicable regulations focused on both flooding and fire safety. Additionally, the project would not expand potential development areas that would substantially increase risk of post-fire landslide or flooding.

The project is responsible for implementing the following applicable goals and policies from the General Plan Update related to wildland fires:

Public Safety, Noise, and Health Element

Goal 4: A community well prepared to respond to a major seismic event and to minimize risk of injury, loss of life, property damage, and social service and economic impacts.

Policy

PSHN-4.6: Require that projects in areas susceptible to liquefaction, landslides, and other geologic hazards demonstrate that all appropriate engineering and planning mitigations are implemented.

Goal 5: A community that proactively prevents wildfires and protects life, property, infrastructure, and habitats from wildfire impacts.

Policies

PSHN-5.1: Minimize new residential development within the Very High Fire Hazard Severity Zones.

PSHN-5.2: Require special on-site fire protection measures to be specified during project review for areas where wildfire hazards potential exists, specifically areas of hilly areas with slopes of 10 percent or greater, access problems, lack of water or sufficient pressure, and/or excessively dry brush.

PSHN-5.3: Ensure new development adheres to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.

PSHN-5.4: Regulate and enforce the installation of fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.

PSHN-5.5: Require new development within Very High Fire Hazard Severity Zones to include a fire protection plan that addresses landscape/fuel modification installation, incorporates open areas to complement defensible spaces, identifies possible refuge areas, and maps multiple ingress and egress routes.

PSHN-5.6: Require new development within Very High Fire Hazard Severity Zones to provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.

PSHN-5.7: Require new development within and adjoining Very High Fire Hazard Severity Zones to prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.

PSHN-5.8: Require new development, and as feasible with existing development, to provide long-term maintenance of defensible space clearances around structures, subdivisions, and fuel breaks within Very High Fire Hazard Severity Zones.

PSHN-5.10: Identify at-risk populations that would be vulnerable during wildfire evacuations.

PSHN-5.11: Identify measures to preserve undeveloped ridgelines to reduce fire risk and improve fire protection.

PSHN-5.13: Collaborate with the regional fire agencies and the Puente Hills Landfill Habitat Preservation Authority on different strategies available to maintain diverse plant composition (e.g., less combustible native plants), undertake appropriate thinning of vegetation, and maintain fuel breaks without permanently damaging native habitat.

Goal 6: A community well protected from flood hazards.

Policies

PSHN-6.1: Maximize the resiliency of essential public facilities to risks and hazards of flooding.

PSHN-6.2: Evaluate the need to expand the capacity of flood control facilities to minimize flood hazards resulting from extreme weather events.

PSHN-6.4: Encourage natural flood control infrastructure and techniques to capture storm water, recharge aquifers, and prevent flooding near established drainage systems and channels.

PSHN-6.5: Encourage site drainage features that reduce impermeable surface area, increase surface water infiltration, and minimize surface water runoff during storm events.

The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Each lot is required to be designed to minimize impacts and have a fuel modification plan approved by the County of Los Angeles Fire Department Prevention Services Bureau. Parcel 4 has completed their review and their plan was approved February 22, 2023. The Building and

Safety Division is responsible for reviewing the building plans for compliance with Very High Fire Severity zones as a standard Condition of Approval. Occupancy is subject to onsite inspection and approval of required fuel modification. Inspections are to be performed by Forestry Division personnel. Project impacts would be less than significant with the incorporation of standard requirements.

Conditions of Approval

1. Develop and Implement a Fire Prevention Plan. A project-specific fire prevention plan for construction and operation of the project shall be prepared and submitted to the City Community Development Department before the start of construction. The draft copy of the fire prevention plan shall be provided to each fire agency (e.g., CALFIRE and Los Angeles County Fire Department) before the start of any construction activities in areas designated as Very High Fire Hazard Severity Zones.

2. New development shall adhere to California Government Code sections 51175 to 51189 related to Very High Fire Hazard Severity Zones, all requirements in the California Building Code and California Fire Code, and the Board of Forestry and Fire Protection Fire Safe Regulations.

3. Install fire protection water system standards for all new construction projects within Very High Fire Hazard Severity Zones, including the installation of fire hydrants providing adequate fire flow, fire sprinkler, or suppression systems.

4. New development within Very High Fire Hazard Severity Zones shall provide pre-plans for fire risk areas that address resident evacuation and ways to effectively communicate those plans, including identifying the location and direction of evacuation routes and at least two points of ingress and egress.

5. New development within Very High Fire Hazard Severity Zones shall prepare a roadside fuel reduction plan to prevent fires along public roads caused by vehicles.

Mitigation Measures

No mitigation measures are necessary because impacts to Wildfires will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			☑	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			☑	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		☑		

Sources

Information used to prepare this section is from Sections 4.1 through 4.20 above.

Discussion

a) **Less Than Significant Impact.** The project is located within an urbanized area, which provides low habitat value for special-status plant and wildlife species. Additionally, as detailed in City of Whittier General Plan EIR, the City is almost completely urbanized and landscaped with mostly non-native species. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section 4.4. As detailed in Section 4.5, Cultural Resources, impacts on archeological resources would be less than significant. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.20, no evidence is presented that this project would degrade the quality of the environment.

b) **Less Than Significant.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure

systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. The proposed project will generally result in less than significant environmental impacts, as discussed herein. The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant.

The proposed project would not significantly cumulatively affect the environment. Water supplies have been studied in the Urban Water Management Plans. Continued efforts towards water conservation, as required by State law, would reduce water demands; the project would result in a less than significant cumulative impact on water supply and other resources. As indicated in Section 4.17 herein, the proposed project would not result in any significant traffic impacts to transportation. Long-term cumulative effects will have no significant impact on air quality. The project would not contribute to any cumulative growth effects beyond what is anticipated for the City's future in the General Plan.

c) **Less Than Significant Impact with Mitigation Incorporated.** As described in Section 4.8, Hazards and Hazardous Materials, after implementation of Mitigation Measures HM-1 and HM-2, potential impacts would be less than significant. Regarding Noise, as detailed in Section 4.13, with implementation of Mitigation Measures N-1 through N-2, the proposed project would result in less than significant impacts to sensitive receivers from noise and vibration. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential areas. In addition, noise from activities associated with the new development would be similar to that occurring now. Therefore, noise from onsite sources would be less than significant. Regarding emergency services such a police and fire, the project is anticipated to generate between 14 residents, which would have a minimal impact on demand for fire services. Additionally, the project applicant would pay any applicable fire/development fees, per the City's fee schedule. Thus, the project's impacts on fire protection services would be less than significant.

During the construction phase, the project could temporarily impact street traffic adjacent to the project site during the construction phase due to roadway improvements and potential extension of construction activities into the right-of-way. Project construction could reduce the number of lanes or temporarily close a portion of adjacent roads. Traffic impacts are anticipated during the construction phase of the project and would only impact the adjacent streets/intersections. As detailed in Section 4.16, Transportation, the project would have less than significant traffic impacts both during project construction and operation, and no mitigation is warranted.

Based on the analysis of the proposed project's impacts in the responses to items 4.1 thru 4.20, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur. For this reason, the City has concluded that this project can be implemented without causing significant adverse environmental effects and determined that the Mitigated Negative Declaration is the appropriate type of CEQA documentation.

5 References

5.1 – List of Preparers

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5.2 – Persons and Organizations Consulted

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6 Mitigation Measures

Hazards and Hazardous Materials

HM-1: During grading activities, additional soil sampling and soil remediation shall be completed for localized contamination as per the recommendations of the Soil Management Plan. If contamination exists in levels determined to be hazardous, such soil shall be removed and disposed of consistent with State regulations. Documentation verifying appropriate disposal of hazardous wastes/soils from grading activities shall be provided to the City Community Development Director prior to commencement of building construction. The applicant shall bear the cost of implementing this mitigation.

HM-2: Prior to the issuance of building permits for each lot, a methane and volatile organic compound mitigation systems plan and specification shall be prepared and submitted to the City for a vapor barrier design for review and approval.

Noise

N-1: The project shall prepare a construction management plan to be approved by the City of Whittier Community Development Department prior to initiating construction. The construction management plan shall include best management practices to reduce construction noise levels. Best management practices may include the following:

- All construction equipment shall be equipped with muffles and other suitable noise attenuation devices (e.g., engine shields).
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment), to the maximum extent feasible.
- If feasible, electric hook-ups shall be provided to avoid the use of generators. If electric service is determined to be infeasible for the site, only whisper-quiet generators shall be used (i.e., inverter generators capable of providing variable load.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Locate staging area, generators and stationary construction equipment as far from the adjacent residential homes as feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Post a sign in a readily visible location at the project site that indicates the dates and duration of construction activities, as well as provide a telephone number where residents can enquire about the construction process and register complaints to an assigned construction noise disturbance coordinator.

N-2: No impact pile driving activities shall be permitted on the project site during construction. If impact pile driving is required, a follow-up noise and vibration impact assessment shall be conducted prior to start of any pile driving activity.

Tribal Cultural Resources

TCR-1: Prior to the issuance of a grading permit, the project applicant shall communicate with representatives of the Gabrieleño Band of Mission Indians – Kizh Nation and present evidence of such communication to the City of Whittier Community Development Department Director, or designee, demonstrating the following shall occur:

- On-call monitoring services by a qualified Native American Monitor to address unanticipated prehistoric or tribal resources. The Native American Monitor shall be present at the pre-grading conference to establish procedures for tribal cultural resource surveillance.
- Native American Indian Sensitivity Training by a qualified Native American Monitor for construction personnel. The training session shall include a handout and focus on how to identify Native American resources encountered during earthmoving activities and the procedures followed if resources are discovered, the duties of the Native American Monitor of Gabrieleño Ancestry, and the general steps the Monitor would follow in conducting a salvage investigation.
- Construction Monitoring by a qualified Native American Monitor for ground-disturbing construction activities, as follows:
  - Initial clearing and rough grading activities (e.g., pavement removal, auguring, boring, grading, excavation, potholing, and trenching);
  - Spot checking of previously disturbed soils that have not been previously monitored; and
  - Monitoring previously undisturbed native soils.
- The Native American Monitor(s) shall complete monitoring logs on a daily basis when onsite. The logs shall provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The onsite monitoring shall end when the project site grading and excavation activities of previously undisturbed native soils are completed, or when the Tribal Representatives and Monitor have indicated that the site has a low potential for tribal cultural resources. The Tribal Monitor shall provide a monitoring final report, with daily logs, to the project applicant.

TCR-2: Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. If funerary objects are discovered during grading or archeological excavations, they shall be treated in the same manner as bone fragments that remain intact and the construction contractor and/or qualified archeologist shall consult with the Gabrieleño Band of Mission Indians – Kizh Nation (Tribe).

TCR-3: As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the Los Angeles County Coroner's office shall be immediately notified and no further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. The Coroner would determine within two working days of being notified, if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC would make a determination as to the Most Likely Descendent.

In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of covering is not available, a 24-hour guard shall be posted outside of working hours. If the remains are Native American, the Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed and the project applicant shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects, if possible. The Tribe shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes, at a minimum, detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four (4) or more burials, the location shall be considered a cemetery and a separate treatment plan shall be created. The project applicant shall consult with the Tribe regarding avoidance of cemetery sites.

Once complete, a final report of all activities shall be submitted to the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains without prior review and approval of study plans.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed to a secure container onsite if possible. These items shall be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location mitigated between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Appendix Materials

Appendix A Project Plans

Appendix B Air Quality and Greenhouse Gas Emissions CalEEMod Run Sheets

Appendix C Preliminary Soils Investigation

Appendix D Soils Management Plan

Appendix E Phase I and Phase II Environmental Site Assessment

Appendix F Environmental Investigation for the Oil Well Abandonment

Appendix G Vapor Barrier Design Plan

Appendix H Will Serve Letters

Appendix I Fuel Modification Plan for Parcel 4